M.D.N. SHOW ISSUE

WEEK OF SEPTEMBER 15 through SEPTEMBER 21, 1966

CYCLE NEWS

15¢

VOLUME III NUMBER 36

Sammy Tanner slides to victory

Photo by Dennis Greene

ASCOT 8-MILE NATIONAL STORY

3rd Annual Tanner Tromp

Sammy Tanner bounced back again to prove that he is the best half-miler in the west and one of the best ever—east or west.

The red and white-clad redhead went into the National last Saturday night winless in the main event column since last July. His time trial, a distant 12th, did not help his cause when it came to picking pre-race favorites.

But when it all started to count it was Tanner again in typical "Flying Flea" style, making the rest of the field look like merely names and numbers to fill in the show.

Sliding Sammy polished off his heat race for his 329th win and took measure of Guy Louis, Ralph White, Roger Reiman and Elliott Schultz with the fastest ten laps of the night. Sam was the only rider to cut five miles in the three-minute bracket.

The final was a repeat of the previous two years with Tanner blasting to the outside and getting it over with in a hurry. Mel Lacher, the fastest qualifier and opening heat race winner, led for over two laps before giving way to the eleven-year veteran and his C.R. Axtell-tuned BSA single.

From that point on it was all Tanner with the capacity crowd centering their attention on the race for 3rd between Bart Markel and Gene Romero.

The new and the old matched wheels and throttles for 15 laps with Markel again thrilling the fans with high-groove riding and Romero cutting fat ones down the middle.

Experience payed off for the Flint flyer, Markel, as he moved by and away from the sensational first year Expert and aimed for second place Mel Lacher.

Bart chopped the distance and then slid past on the 19th lap to wrap up second place money and national points—just about enough to insure his third Grand National AMA title.

One of the finest races ever run came in the opening Expert heat race when Markel battled Lacher for the win all the way and a second and more important battle took place for the final two transfer spots just down the track.

The riders concerned, Gary Nixon, Dick Hammer, Dan Haaby and Mert Lawwill, put on a show that will not soon be forgotten.

Lawwill and Haaby were early transfer spot riders with Nixon and Hammer coming on strong. Gary bounced in and out of a transfer spot no less than six times before finally edging Hammer and Haaby for third. Hammer took fourth and last transfer on the last lap from Haaby for the biggest upset of the night. Lawwill faded badly the last five laps and ran a surprisingly distant sixth place.

Another surprise came in the second

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SPRINGFIELD 50 MILE NATIONAL CANCELLED OFF AMA CALENDAR

LOST TO THE "ELEMENT"

The American M/C Association was informed last week that the Illinois State Fair will not renew the 50-mile national next year on the Springfield mile dirt track.

The event that pays a $15,000 purse, largest of all to the winner, was dropped due to the problems brought about this year by the rag-tag element that has been showing up in large numbers at midwest nationals the past few years.

Although there were no problems in the city itself, thanks to strict police action, there were problems at the fair on the midway. Trouble also came about in Decatur, Ill., caused by the bums on their way home from the Springfield event.

Because of the large amount of trouble makers many extra police were required, and so Springfield decided to do the same thing that many other National promoters have done—drop the event.

The main problem appears to come from a large group of hoods from the Chicago area known as the "Outlaws". They are a poor imitation of the original bad boys known as the "H A's". In fact, they have tried to out-do the publicized antics of the unwashed which led to more problems.

The fair board will replace the cycle events in 1967 with USAC midget races, a type of event that has not been drawing good crowds for many years.

The board also thanked the thousands of cycle fans who journeyed to Springfield each year and filled the stands for the event which has produced some of the greatest racing ever run. Over 30,000 attended this year.

The cycles far outdo the cars for close racing and thrills. They also filled the stands to greatly help pay the deficit for the horse racing events that are not para mutuel. The last few years the cycle event was sold out many weeks before the car races that are run the preceeding two days.

Springfield is the latest to give up Championship motorcycle racing and the prediction is that there are more to go unless somebody or some group takes positive action with local law enforcement agencies. Laconia was dropped from the national circuit this year and Peoria was the scene of much trouble just a few weeks ago.

Marlboro, Md. was another event lost because of no action as was the National Hill Climb in Michigan. Heidelberg, Pa., home of the 15 miler, is on the verge of following. Nelson Ledges was lost for other reasons.

Watch Cycle News for further reports as we intend to check further into the matter with interviews and find the reasons why these things are allowed to happen, who is to blame for allowing them to happen, and what is being done to prevent this loss.

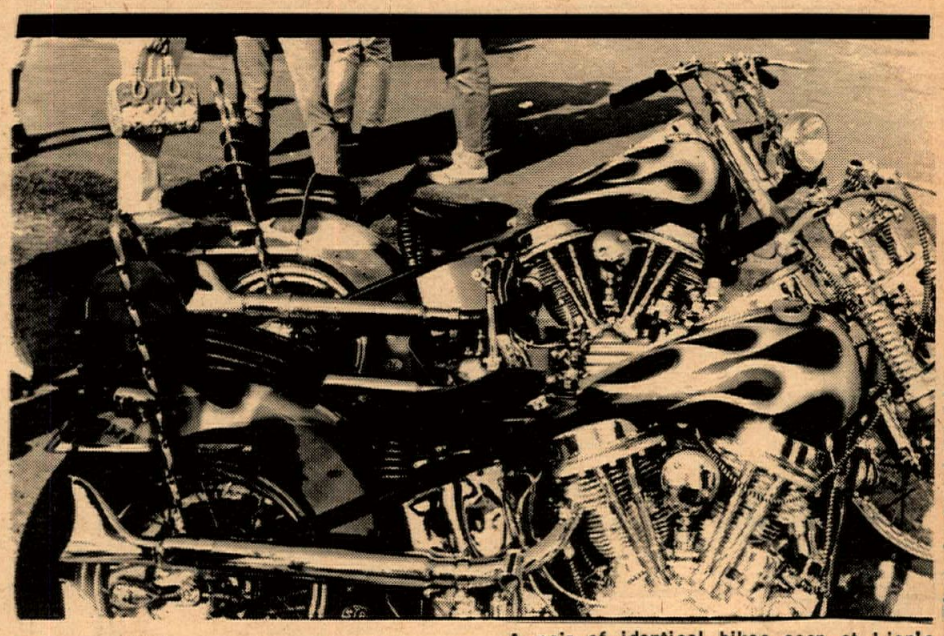

Photo by Dutch Fielder

A pair of identical bikes seen at Lion's Dragstrip.

DISTRICT 37 SPORTS COMMITTEE MEETING

BILL BERRY PAYS A VISIT

By Maureen Lee

While in the category of Old Business at Thursday nights' District 37 Sports Committee Meeting, a representative brought up again the subject of the Dirt Diggers. As to why the Dirt Diggers charter had not been renewed, it was because the club had stated that they felt they were not receiving any benefits from being an AMA club. As individuals, AMA members may belong and compete in events run by other associations as long as these associations or organizations are not on the United States Attorney Generals' list of subversive organizations. However, dual sanctioning of events or clubs is not allowed. It was pointed out from the floor that Earl Flanders had said at a previous meeting that there was to be no dual sanctions, yet Bonneville had been dual sanctioned for years.

Don Kemp of the Dirt Diggers asked for an interpretation of the rules and asked just where was it to be found?

Sports Committee President, Jean Carter said that it was apparently time for the introduction of guests for the evening, and introduced Bill Bagnall, publisher of Motorcyclist magazine. Mr. Bagnall spoke for a few moments and then introduced Mr. William T. Berry, Jr. the new Secretary of the AMA.

In his opening remarks. Berry intro-

(Continued on page 20)

DRAGS

CYCLE ALLEY

By Bob Ebeling

Leo Payne and Harley-Davidson take biggest share of purse money.

Top money was received Saturday and Sunday at the trophy booths of Irwindale Raceway and Lions Drag Strip by Leo Payne after being the quickest and fastest of eight machines at one and Top Fuel at the other.

Irwindales big race of the program Saturday, was a heads up race of the eight quickest qualifiers and the elapsed times were spaced in such a way to provide some great spoke-to-spoke racing for the spectators delight.

The eight qualifiers and their times were:

Leo Payne (10.24) Sonny Routt (11.08)
Sonny Raslawski (11.11), Bob Ebeling (11.27)
Leo Payne (11.52) M. Disharoon (11.58)
Joe Smith (11.82) Larry Welch (11.84)

Because of the system used in matching eliminators, Leo Payne was scheduled to race Leo Payne (his Fuel bike vs Street bike) which provided some speculation on how the problem would be solved, but the answer was quickly solved by Leo's selection of Bruce Miller to ride the street bike. Almost as quickly, the Fueler and Street bikes were fired and staged for round one. Leo gave Bruce no quarter and defeated him by quite a margin.

The second race featured Sonny Routt's twin engine Triumph Gasser against M. Disharoon and his Harley Sportster. The four cylinders of Sonny's machine sang a merry tune as they reached the finish lights first.

The third race placed Sonny Raslawski and Joe Smith's Harley-Davidsons on the starting line and when the christmas tree starting lights flashed to green Sonny pulled to a quick lead and held to the end.

Round four had Bob Ebeling on Triumph and Larry Welch aboard his Harley for a display of Larry's quick reflexes as he pulled a quick lead with a big hole shot. Unfortunately, the lost footage was made up before the final lights as Ebeling's Triumph passed the Harley for a win.

Four left in contention and the elapsed

(Continued on page 14)

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805

SECOND CLASS
DATED MATERIAL

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

ATTENTION PUBLICITY COMMITTEES -- Be sure to send Cycle News notice of your coming events and we will list them in this department free. A post card or a poster will do. Be sure to include directions to the event, starting times, etc.

SATURDAY, SEPT. 17th

TT SCRAMBLES – Hi-Boots M.C. at Dehesa. Pro[illegible] Race at [illegible] Cancelled

1/3 MILE FLATTRACK - at Santa Maria Speedway on Hiway No. 1 near Santa Maria. 250cc [illegible] fessional $[illegible] 6:30 pm, [illegible] by M/C R[illegible]motions. AMA sanctioned. Cancelled

ARIZONA STATE M/C DRAG CHAMPIONSHIPS - at Tuscon Raceways. Souvenir medals to all bike entrants. Big money awards to winners. Motorcycles classed by elapsed time.

NITE SCRAMBLES – Fort Sutter M.C. at Sacramento. Cancelled

NITE SCRAMBLES–by Bakersfield Sprockets M.C. AMA sanct. All classes signup close at 7pm. First race at 7:30. At the foot of China Grade, just below Bakersfield College. Dist. 36-A rules, Rubber folding pegs, 3 correct number plates. Food and refreshments avail. Trophies given at race.

NITE SCRAMBLES – Hayward M.C. at Hayward Speedway.

SUNDAY, SEPT. 18th

TT SCRAMBLES – Four Aces M.C. at Prado Park. Lightweights practice 8:00, heats at 8:30. Heavyweights (Novices included) practice at 12:00, heats at 12:30. A District 37 Point Run, A.M.A. Sanctioned.

EUROPEAN SCRAMBLES – by Groundshakers M.C. limed from Las Vegas Blvd. So. and Spring Mtn. Rd. Start at 8:30 am. All types of terrain. Free refreshments for all entries.

HARE SCRAMBLES, 8th ANNUAL SISSY RUN–by Dusters M.C. AMA sanctioned, District 37 points. Sign up at start at 9:30 am, time limit finish. Fee $3.25. Limed from Hiway 395 and Hi Vista, near Lancaster, California.

75-MILE NATIONAL CHAMPIONSHIP ROAD RACE – at Carlsbad Raceway, southeast of Carlsbad, California. Take #101 south of town to Palomar Airport Road, east seven miles. $400.00 purse. Gates open 9:00 am, Heat races at Noon, Finals 1:30 pm. Gen. admission $4.00, children (8-12) $1.00, under 8 free.

SPORTSMAN SCRAMBLES–by San Francisco M.C. at Champion Speedway, at Brisbane, Calif. (across from Candlestick Park). All classes 90cc and up. Pit gates open at 8:00 am, practice 10 to 11:30, racing starts at Noon! Insurance compulsory! AMA.

POKER RUN – Artesia Motor Jockeys 10th annual Poker Run. Starts: 8:00–9:30 am. at Harley-Davidson of Long Beach, 3654 N. Long Beach Blvd. Long Beach, Calif. Trophies, Coffee and Donuts and special European Bean Feast.

FRIDAY, SEPT. 23rd

½ MILE RACES – At Ascot Speedway. Gardena, Calif.

TT SCRAMBLES – Lodi M.C. at Lodi Cycle Bowl, Lodi, Calif. Dist 36 AMA sportsman sanction. Signup and practice 6:00–7:00 p.m. Call 368-7182 for further information.

AMA CLASS A PROFESSIONAL SHORT TRACK RACING. Regular Friday night show at Vallejo Speedway. Just across the new bridge from San Francisco. Time trials: 7:00 p.m. first race 8:15 p.m.

SATURDAY, SEPT. 24th

NITE CHAMPION SPORTSMAN RACE – Mt. Baker M.C. at Bellingham, Washington.

Safety Film, "Invisible Circle"–by American Honda, Long Beach Police and National Safety Council, fun & good riding practices. On Channel 13, on Saturday, at 7:30–8:00 pm. Beautiful scenery, narrated by Peter Brown, TV star of "Laredo".

TULARE HALF-MILE–by Visalia Ramblers M.C. in cooperation with 24th Dist. Agricultural Assoc. Fourstar, class C dirt track races, AMA sanct. Time trials at 2:30 pm, racing starts 7:30 pm. At the Tulare County Fair, Tulare, Calif.

AMA SHORT TRACK–at California State Fair Grounds on the eve of the 20 mile National. Horse Show Grounds, California State Fair Grounds, Sacramento, Calif. First race at 8:30.

ACA NITE TT–South Gate Raceway. Racing under ACA sanction. Pit gate opens 6:00 p.m.; practice at 7:00 p.m., racing at 8:00 p.m. Professional Class A rules, 50cc, 100cc, 250cc classes. South Gate Speedway, South Gate, California.

SUNDAY, SEPT. 25th

10 MILE NATIONAL CHAMPIONSHIP – at San Jose. CANCELLED

A.C.A. NATIONAL POINTS ROAD RACE, Willow Springs International Raceway, Rosamond, Calif. Pit gates open 8:00 am, practice from 9:00 – 11:30, first event at 12:00 noon. All classes including production. General Admission $2.00.

ILLINOIS–INDIANA CHAMPIONSHIP MOTO CROSS–by Champaign-Urbana M.C. at Fisher, Illinois.

TT SCRAMBLES – by So. Calif. Sidehack Ass'n. at Prado Park. Lightweight–11:00 am, heavyweight –12:00. All classes (almost)! All riders welcome. Trophies. Dist. #37 Points. Beer & hot dogs. 'Anyway you HACKIT, it oughta be good!' ... and something unique, which is normal for the group.

20-MILE NATIONAL CHAMPIONSHIP–at Sacramento State Fair Grounds, Sacramento, Calif. AMA sanctioned. $6000.00 purse. Qualifying...12:00 Noon, Races at 2:30. Gates open at 10:00 am.

POKER RUN – 1st Flying Wheels M.C. at Manteca, California

2nd ANNUAL SCRAMBLES–Masterlinks M.C. at Hanford. Calif.

STATE CHAMPIONSHIP HARE AND HOUNDS–by Shamrocks M.C. Starts 10:00 a.m. Entry $4.25. Limed from Red Rock Canyon. AMA Point Run, Trophies.

FRIDAY, SEPT. 30th

NITE SCRAMBLES – Fresno M.C. at Fresno.

FRIDAY NITE 1/5 MILE SPORTSMAN SHORT TRACK–by Livermore M.C. at Altamont Speedway at Tracy Livermore on California Hiway #50. Pit gate opens 5:50 pm, closes 7:30. Practice 6 to 7:30. Races start 8 pm. 5000 spectator seats, admission $1.50. All classes, 50cc to 250cc except ladies

SEPT. 30, OCT. 1st, 2nd.

CYCLE ACTION THEATRE–three hours of motorcycle racing films. Las Vegas Convention Center. 8 p.m. Paradise Rd. and Convention Center Dr. Sept. 30.

Oct. 1, 8 a.m.
MOTORCYCLE INSPECTION AND SAFETY CLINIC–Las Vegas Jr. Chamber of Commerce. Convention Center Parking Lot.

OCT. 1, 2 p.m.
MOTORCYCLE RIDE–Ride to Day Dream Ranch, 2465 E. Warm Springs Rd. Swimming, Dancing (live music), Ranch Dinner, Night Hay Ride, free camping facilities. Entry—$2.50 for adults, $1.75 for children.

OCT. 2, 8:30 a.m.
POKER RUN–Las Vegas Motorcycle Dealers Association. Trophies, merchandise prizes. Pick up first card at any M.C. shop. Ride ends at Sunrise Raceway. Entry—$1.00.

OCT. 2, 11:30 a.m.
TT SCRAMBLES–Silver City M.C. Sunrise Raceway after the Poker Run. Three entries make a class. AMA sanctioned. Class C traction recommended. Powder Puff Race.

SATURDAY, OCT. 1st

Safety Film "Invisible Circle" by American Honda, Long Beach Police Dept. and National Safety Council Fun & good riding. On Channel 13, on Saturday, at 7:30–8:00 pm. Beautiful scenery, narrated by Peter Brown, TV star of "Laredo".

TTSTEEPLECHASE–regular first-Saturday-of-month TT Racing. Ascot Park, Gardena, Calif.

SAT. & SUN. OCT 1–2nd.

NORTHWESTERN CHAMPIONSHIP TT - $3,400 purse. Post entries close Sept 17th. at Champion Speedway, at Brisbane, Calif. (across from Candlestick Park). Amateurs qualify Sat. only, noon to 2:30, Experts qualify Sun. Only, Oct 1st, time trials, practice and Novice Events. Oct. 2nd, practice and 100-lap TT. Gates open 8 am, practice at 9: ,racing at 2 pm.

SUNDAY, OCTOBER 2nd.

Class A SHORT TRACK – at Madera Fairgrounds, off Hiway 99 No. of Madera, Calif. AMA sanct., $600. purse. Race at 2:00 pm.

SCRAMBLES–San Francisco M.C. at Uvas Dam.

SCRAMBLES–Marin County M.C. at Novato.

NORTHWEST CHAMPIONSHIP SCRAMBLES – by Seattle M.C. at Jolly Rogers M.C. Grounds. 2810 S. 142nd St., Seattle, Wash. Phone CH 2-0413 for information.

HARE SCRAMBLES – two 16-mile loops starting at 10 am sharp at Ponderosa Inn, 15 Mi. E. of Lancaster, Calif. on Ave. "J". No AMA or Dist. #37 cards needed. Pie-plate numbers O.K. Overnight campers welcome. Picnic tables, BBQ pits, country bkfst., beer, soft drinks, sandwiches at stand. New competition trail bike class added with separate start ahead of Novice trail bikes. Three ft. trophy.

POKER RUN – by Delta Falcons M.C. at Pittsburg, Calif.

CACTUS DERBY NATIONAL CHAMPIONSHIP ENDURO–Riverside Bombers M.C. AMA sanctioned. Will run–rain, shine or heat. Start and finish 8 miles south of Barstow. Take central Barstow off-ramp – no lime to start. First rider leaves 7.01 a.m. LEGAL EQUIPMENT REQUESTED, water proofing might be necessary. Classes–0-250cc (A&B), 251cc & up (A&B), 100cc class 100 miles long, under and over 16 years, sidecars (6 entries make a class). Entries close Sept. 18, 1966. Riding numbers by drawing. Mail entry $5.00, Post entry $7.50. Address entries to: Gene Lindley, P.O. Box 1002, Cherry Valley, Calif. 92223. Any standard entry blank accepted.

SATURDAY, OCTOBER 8th

POKER RUN - 60 miles of delightful pavement from the California border to Ensenada, Baja Calif. First check and signup at Mexico side of International Border at Tijuana, B. C. Entry fee $2. Pick up three more cards en route, fifth card at finish in Ensenada. Trophies for highest poker hands and low-ball. Distinctive pin for all entries. After parade through town on Sunday, trophies will be awarded. All poker run entries will be admitted to the Ensenada Grand Prix Motorcycle Races free. Sponsored by Mexico Dept. of Tourism, Ensenada M.C. and Cycle News. Officials: The Ace of Clubs M.C. of Southern California.

INTERNATIONAL TT-SCRAMBLES - 7th Annual Ensenada Grand Prix at Ensenada, Baja Calif. Promoted by Mexico Dept. of Tourism and Ensenada M.C. Races begin Saturday am, from 100cc thru 350cc on Saturday, plus Powder Puff (maximum 100cc). Current sportsman card required for Novice.

NITE TOURIST TROPHY RACE-AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

SUNDAY, OCT. 9th.

POKER RUN–Golden Bears M.C. at Manteca.

SCRAMBLES–Richmond Ramblers M.C. at Richmond.

8-HOUR ENDURO SCRAMBLES – by Raven's M.C., for info. contact Raven's, P.O. Box 2231, Renton, Washington.

SCRAMBLES – by Shelton Trail Blazers M.C. at Shelton. For info. P.O. Box 531, Shelton, Wash.

TT SCRAMBLES–Hi-Boots M.C. at Dehesa Track near El Cajon, Calif. Practice 10:00 am, Race at Noon.

WILBUR CEDAR COMMEMORATIVE SHOP HOP & TROUT FRY-limed from Cabazon, on Hiway 60 a total distance of 50 miles East of Riverside, Calif. Tickets at Skip Fordyce store in Riverside $1.50 'till closing date Oct 2nd, Post entries, $2.00. Motorcycles must be ridden to the event. Door prizes. Trout fry will all the trimmings.

SCRAMBLES – by Los Gatos M.C. for Men only, no womens class. You must have folding foot pegs and three number plates and all AMA safety regulations. AMA sanctioned. Signup opens 8:30 am, and closes 11:00 am. Practice 9 to 11 am. Class "C" tires. Refreshments and lots of good trophies. Held at Fremont Drag Strip just off Durham Road, Fremont, Calif.

TT SCRAMBLES - by Taft M.C. at Taft. AMA sanct. Practice 9 am, Signup closes 10:30, race at 11 am. Man mile trophy and others given at race. Food & refreshments available. 1/4 mile West of Maricopa. Dist. 36A Rules.

ENSENADA GRAND PRIX - International TT-Scrambles brings on the big bores with classes for 500cc through Open. Fifth race of the day will be 3-lap sweepstakes for all class winners (1st & 2nd place). If two or more sidehacks enter, they will be the first race on Sunday.

SATURDAY, OCTOBER 15th

NITE TOURIST TROPHY RACE-AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

SUNDAY, OCTOBER 16th

TT SCRAMBLES–by Hayward M.C. at Hayward, California.

SCRAMBLES–by Fort Sutter M.C. at Sacramento, California.

POKER RUN–by Masterlinks M.C. at Hanford, California.

SCRAMBLES–by Sprockets M.C. at Bakersfield, California.

POKER RUN - by California Eagle's M.C. Scenic tour of less than 100 miles, No freeway riding - any size invited. Start 8-9:30 am. Norm Reeves 15745 Lakewood Blvd. Dress competition by R.R.C rules, family games, special award for outriders.

SATURDAY, OCTOBER 22nd

NITE TOURIST TROPHY RACE-AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

NITE TOURIST TROPHY RACE-AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm, At Hayward Speedway, Hayward, California.

SUNDAY, OCTOBER 23rd

SCRAMBLES – by Golden Bears M.C. at Manteca, California.

SCRAMBLES-by South County M.C. at Uvas Dam, California.

FALL TIRE CLIMB–by Blue Barons M.C. For information, write 3312 Forth Plain Road, Vancouver, Washington.

ROAD ENDURO – by Washington '99" M.C. For info., write: P.O. Box 623, Seattle, Washington.

Weekly

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK – Orange county Speedway. Pit gate open at 6:00 p.m. First event at 8:00 p.m. 50, 100 & 250cc Classes. Track is located off the San Diego Fwy. south of Tustin, across from El Toro Air Station.

EVERY THURSDAY NIGHT

ACA SHORT TRACK – South Gate Speedway. Pit gates open at 6:00 p.m., close 7:00 p.m. Professional Class A rules, 50cc, 100cc and 250cc classes. Take Firestone cutoff east of Long Beach Fwy. to Garfield, south on Garfield one block to Southern, west on Southern to track.

EVERY FRIDAY NIGHT

SCRAMBLES - Lodi M.C. at Lodi Cycle Bowl. Dist 36 AMA sportsmen sanction. Signup and practice 6:00-7:00 p.m., 6 or more riders make a class. Class C traction, high point trophies all classes. Every Friday night through Aug. 26. Call 368–7182 for further information.

HALF-MILE FLAT TRACK–Ascot Park, 183rd and Vermont in Gardena. Time Trials 7:00 p.m. First race 8:15 p.m.

CLASS A SHORT TRACK – Vallejo Speedway, Vallejo. AMA-sanctioned. Time trials at 7:00 p.m., first race 8:30. Just across new bridge from San Francisco, 59 miles west of Sacramento.

DRAG RACING – Carlsbad Raceway, opens 5:00 p.m., eliminations at 8:00 p.m. Handicap system, large Top Bike trophy. Pac. Cst. Hwy. 101 to Palomar Airport Road turnoff, then east past airport to Raceway.

PRACTICE SESSION – South Gate Raceway (Firestone and Long Beach Fwy.) NO License or membership necessary. 500cc singles only, no brakes. For further information call (714) 842-3813, ask for Mike.

DRAG RACING-Fontana Drag City, San Bernardino Fwy. to Etiwanda turnoff, north to Foothill, right on Foothill to strip. Gates open at 5:30 p.m. eliminations start at 8:00 p.m.

SATURDAYS

DRAG RACE – Irwindale Raceway. 1:00 p.m. on Saturdays. Trophies, plus cash bonuses for street, fuel and gas classes. Take San Bernardino Fwy. east to Orange, North on Orange which becomes Irwindale Ave., to Raceway.

FRESNO DRAGWAY – Drag racing every first and third Saturday. Next meet June 18th. Gates open at 12:00 Noon.

TT STEEPLECHASE–First Saturday night of each month at Ascot Park, 183rd and Vermont, Gardena. AMA Class C event, first race 8:00 p.m.

EVERY SATURDAY NIGHT

SPORTSMAN SHORT TRACK – Valley M.C. at Cycle Land Speedway, 14 miles south of Chico on Hwy. 99-E and Gage Shippee Rd. Pit gate closes 8:00 p.m. Races start 8:30 p.m. Contact Dick Mc Afee, 6633 Penty Rd., Paradise, Calif. for more info.

TT SCRAMBLES - Elsinore Race Track. Every Saturday night starting July 16th. Practice starts approximately at 4 o'clock. Entries close at 7 o'clock. No points, but trophies given, with opportunity for plenty of fun racing.

NITE FLATTRACK RACING at Dunes Speedway, Hauser Oregon. 7 miles north of Coos Bay. Sanctioned by N.R.A. Racing starts at 8:00 p.m. Racing will be every Saturday nite except Aug. 6th.

FRIDAYS & SATURDAYS

DRAG RACING - Lions Drag Strip Long Beach. 3:30 pm. on Friday. 1:00 pm Sat. Trophies and E.T. Brackets. 223rd St., South of Alameda.

GET ALL THE FUN OUT OF YOUR MOTORCYCLE INVESTMENT -- GO FOR A RIDE SOMEWHERE, PARTICIPATE IN A TOUR, ATTEND A COMPETITION EVENT LISTED HERE.

You'll always see it FIRST in CYCLE NEWS

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VOICE of CALIFORNIA

Is This a Record?

I think that I hold a record of sorts, I ride my X6 Suzuki 104 miles to work and back everyday. I live in Riverside and work in Los Angeles area. All my expert friends said you had better get a 650 or bigger that a light bike will never hold up. I have several thousand miles on it now so we will find out just how far it will go. I also have a Bultaco that I ride as an Expert in Scrambles.

I would like to know if anyone rides to work farther than this? My car cost me about $80.00 a month. This month my bike cost about $20.00.

L. MILLS
Riverside

The Hi Boots Thank You

We want to thank all riders who participated in our Mexico race. We apologize for having to change the location of the race; due to the fact we couldn't race at Rosarita. We only had a week to find a new location or cancel out the event.

The nights were wonderful and we did have a full moon. Maybe next year will be bigger and better.

HI BOOTS M.C.
Ralph Kenyon
Secretary

New Trail Bike

I would like to express my commendation to the competition men of the desert trail bike class for their fine spirit of competition and sense of fair play.

Because of the small engine size and low equipment costs the trail bike class has rapidly grown popular, as a good place for our young enthusiasts and new novices to learn the sport. Some of the men who have entered the sport in this class have found that the disadvantages of low horsepower to weight ratio and small tire size have challenged their skill and resourcefulness far more than the larger displacement machines where throttle ability largely determines rider success.

Remaining with the sport in this class has brought a large degree of skill to them as witnessed by their overall finish positions against the larger bikes.

Realizing their success was outpacing the younger enthusiasts of the class these men have requested an expert class for their own competition. This was agreed upon by Charlie Kurtz of the Competition Committee and an expert class known as Division I has been formed for them.

At my last monthly race at the Ponderosa the Morgan brothers and Carl Stevens expressed the sentiments of their group to me and as a result I will add a competition trail bike class to my October 2, Hare Scrambles. This class will compete for a three-foot trophy, ride two laps and have a separate start ahead of the novice trail bike class.

JACK ROSS
Lancaster

By Chuck Clayton

OUR DISCERNING READERS

There is just no sense in trying to put one over on the readers of Cycle News. Although we are well aware of that fact, necessity caused us to publish in Volume III, Number 34 a picture that was not of the racer it purported to depict. It was not the first time we have had to resort to this innocent subterfuge, nor will it probably be the last. When none of the photos of a winner turn out, you have to get out the old airbrush.

Lacking a good, clear photograph of Dist. 37 Amateur scrambler Bruce Jackson, we retouched a photo of the rider we thought came closest to resembling Bruce. "Even his own mother won't recognize him," our artist congratulated herself when the job was done.

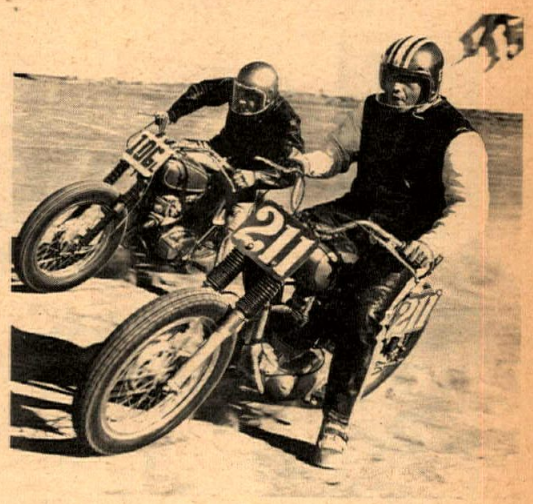
Well, we didn't hear from anyone's mother, but reader Walter J. Zimmerman of Atascadero spotted the rider under all the camouflage as Ed Lambert. Not only that, Zimmerman pegged the exact time and place that the photo was taken, pointed out that he is riding not a Victor but a 350cc BSA Enduro/Trials model, and told us some interesting information about Ed Lambert.

It seems Ed is a popular and well known novice rider in District 36a. His bike, tuned by John DeMorales, is probably the fastest 21-inch BSA in the area, as Ed has trophied five out of six times racing. His biggest win was the one where we shot his picture, the recent Salinas Ramblers-Elks Cerebral Palsy Benefit Scrambles.

We blush to discover once again that the mysterious processes of our publishing art are so transparent, but we are pleased to make the acquaintance of Rider Lamber. And to reader Zimmerman, who wrote:

"I think your paper is the best publication of its kind and I'm sure you

(Continued on page 5)



Compare the picture in the ad Left, with the unretouched photograph Right, ...A whisk of the airbrush and Presto! Ed Lambert becomes Bruce Jackson. Reader Walt Zimmerman was quick to spot the switch, however. To add to our chagrin, we also come to find we put the wrong race in the ad. Bruce won the Perris Valley M.C. Scrambles the week before. Mike Chamberlain on (sob!) a Triumph won the Dig-A-Hack 500 Amateur class.

Norton

MESA SPEEDWAY, SAN DIEGO

SEPTEMBER 11, 1966, CLASS C TT - 1st OPEN CLASS EXP. JACK SIMMONS - NORTON

BERLINER MOTOR CORPORATION
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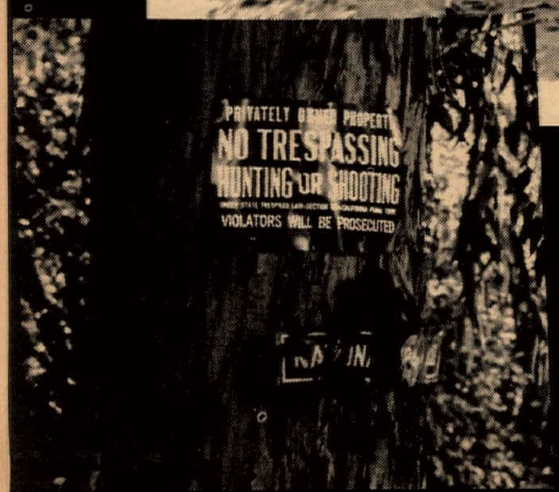

A-4—THE SUN-TELEGRAM Sunday,
SAN BERNARDINO, CALIFORNIA

Cyclist, 16, Killed By Chain

A 16-year-old Colton youth was killed yesterday and two persons died Friday night in two separate traffic accidents on San Bernardino County roads.

Dead are:

Mrs. Shirley E. Meredith, 34, 13294½ S. Euclid Ave., Ontario

Chris L. Nelson, 67, 8252 Mainslite Ave., Cucamonga

Ronald L. Burris, 16, 1[illegible] Reche Canyon Road, Colton

Burris died instantly in a motorcycle accident at 2:45 p.m. in the Grand Terrace area, according to Deputy Coroner Leo B. Reyes.

The mishap occurred on a dirt road north of Oriole St. at the east end of Deberry St. Burris rode his cycle into a log chain which was stretched between two trees. His neck was broken by the impact. Property owners had put up the chain to prevent cyclists from using the dirt path.

Investigating for the California Highway Patrol was traffic officer Gerald Dixon.

Mrs. Meredith had just stepped out into the street about 1:30 p.m. Friday on her way to

214	173
S.B. County Traffic Deaths Since Jan. 1	Traffic Deaths Same Date Last Year

MANTRAPS MUST BE OUTLAWED !

Beginning A Crusade Against Hazards To Motorcycle Riding

By Chuck Clayton

Ronald Burris was the kind of lad you'd have been proud to call your son. His father, a schoolteacher in Colton, California, taught Ron to ride a motorbike when he was thirteen years old. Ron had a good mind. He quickly learned the responsibility that goes with motorcycle riding. His father taught him always to wear a helmet and to respect the rights of other people. "He was a good child," his mother told me. "Ronnie had his helmet on when... it happened."

Mrs. Burris has not yet recovered from the shock and grief of losing her son, but she bravely, with voice breaking, related what she could of the incomprehensible tragedy.

On Saturday, August 27, 1966 Ron and some friends had ridden out on their bikes to do some off-the-highway trailing.

"He was always tinkering with his bike," Mrs. Burris remembers. "He was going to try it out" in the hills near his home. At the east end of Deberry St. there is a dirt path through an orange grove, lined by tall stands of Eucalyptus trees. Ron's friends said they had permission to use the private road to get to their riding grounds. As they reached the inviting dirt road they turned up the throttles, as kids will do, but Ron's bike trailed behind. Perhaps it wasn't running well, or maybe he was taking it easy to let new parts wear in properly, at any rate Ron's friends were out of sight when they turned off the dirt road onto another trail. Ron missed the turnoff. That was his only crime. **A few minutes later, at 2:45 p.m. he was killed for "trespassing" by a chain strung across the road (I quote the San Bernardino Sun-Telegram) "to prevent cyclists from using the dirt path."**

Later Mrs. Burris, her husband and Mr. Burris' brother visited the scene of the "accident", impelled by the need to understand how this thing could have happened to their son, whom they knew was a skillful, safe, law-abiding rider. "We drove about five miles an hour, looking for the chain. We knew about where it was, but even then we almost touched it before we saw it."

I asked Mrs. Burris if she would describe the thing. "It was heavy iron chain, all rusty and brown the same color as the road and the trees and everything else. There is a row of Eucalyptus trees down both sides of the road. It was fastened to two of them."

Mrs. Burris doesn't recall seeing any sign of warning that the chain was there. But Mr. Burris' brother tied his white handkerchief to the middle of the chain before they went away. If someone had done that sooner, Ron Burris might still be alive.

We leave to the bereaved family the decision whether to prosecute the persons responsible for installing the device that caused their son's death. "It wouldn't bring my son back," Mrs. Burris has said. She doesn't believe that any of her neighbors would purposely set out a trap to kill children and we would like to believe she is right.

But whether intentionally or by accident, a boy's life has been lost and I am angry because of it. Ronald Burris could have been any one of us. It could be you or me next time, lying in the trail half-decapitated by a device so simple and so foolish and so innocent in the eyes of the law.

I am angry because every legislative measure that is being enacted where motorcycle riders are concerned is purely restrictive while nothing is being done to save our necks.

I am angry because the chains, cables, wires and other neck-breaking barricades that are planted in our paths are unable to "keep motorcycles out" in the first place. It is simple, if you survive the encounter, to lift the chain and go under, or ride around the attaching posts.

I am angry because the Forestry Service, State, City and County parks departments string cables across trails up and down the nation without giving a thought to the hazard they create for cycle riders.

And I am angry, most of all, because nothing is being done to prevent the the kind of tragedy that struck Ron Burris from happening again.

The outfit responsible for the death of Ron Burris is named National Orange Company.

BY C.C. continued from page 3

would want the correct information on all that you print in your paper." goes our "Proofreader of the Year" award.

CYCLING AMONG THE "IN" PUBS.

Lately it seems that articles on two wheeled, mechanized things are as indispensable to slick magazines as sex. This month both the leading men's magazines, Playboy and Cavalier, mounted girlies on bikes to pay their homage to the still-expanding motorcycle mystique.

Cavalier is the Los Angeles-oriented magazine which aims a little younger and leans a good deal farther leftward than its Chicago-based counterpart with the higher circulation. Subtitled, "So How Do You Like Your Blue-Eyed Boy Now, Mr. Honda?" The article co-written by Lynn Wineland and David Ash brings the almost incredible success story of our favorite industry up to date.

Playboy describes how to put on an almost-equally incredible scavenger hunt. "While the very name "Scavenger-Hunt' implies that the participants will beg, borrow or commandeer the items on their lists of oddball swag...naturally the contestants will not be able to tote the spoils around all afternoon, so the host should provide a depot where the cyclists can stockpile their pillage during the hunt."

Imagine trying to explain that to a California policeman, if you happen to be ridinga chopped Harley and a Tijuana vest. "Honest officer, it isn't a raid, I'm trying to commandeer a German helmet to, uh...stockpile with the rest of my pillage..." But the Playboys and their Bunnie friends are safely mounted on funcycles so they return with the loot, and the winner gets a loving cup full of champagne. In Cavalier it would probably be beer.

DEPARTMENT OF CONFUSION-- AMA RULES

Just when we thought it was all straightened out, a contradiction comes up that raises again the question of whether AMA Class C racers can compete in AMA Sportsman Scrambles and TT's.

As nearly as we can decipher from the tortured English in the District 36 Referee's Meeting report (Aug. 8, 1966), L.H. McDonald of the Polka Dots M.C. asked why Class C professionals are being permitted to compete in Amateur events in District 36.

To quote the report; "This was discussed at some length before it was pointed out that this was a rule of the AMA in Columbus and all class C license holders who are Amateur or Expert and violate Class C rules are policed by the AMA in Columbus and would still be permitted to compete in Sportsman. Len Allen (Dist. Referee) produced a letter from Dudley Perkins to the AMA agreeing with a letter sent to the AMA from Len Allen and also one from John Pires that these Class C riders must have some place to ride to keep in practice so they will look like Class C riders if and when there are some Class C events for them to ride."

Does that answer your question Mr. McDonald?

How about the rest of you sports fans?

The general feeling among AMA insiders is that the controversial ruling will be dropped next year. It doesn't seem to have helped the Class C racers much, and it's virtually unenforceable. Apparently only the Southern California area had to feel the sting of Columbus' lash. Skip Van Leeuwen was suspended for winning a Bakersfield (Dist. 36-a) Scrambles and the DirtDiggers M.C. was disenfranchised for trying to circumvent the ruling. Proof of the protest was Van Leeuwen's pictures in Cycle News, riding the race. Since that time many Class C Amateurs and Experts have appeared in this paper riding Sportsman events, but no action has been taken.

We feel that the rule could have benefitted Class C promoters and professionals if it had been administered properly, and modified to permit Amateurs to ride Sportsman races if they wished. Also, if the promoters who pushed hardest for the rule had invested more cash in purses, publicity and track improvement, we might shed a tear for its passing.

As it now stands, the rule is hurting the sport, at least in Southern California. Such contradictions do nothing to enhance the reputation of our national association.

WHATS IN A NAME?

Recently a motorcycle club in Santa Barbara donated a large red cross flag and flagpole to District 37, for use in marking the ambulance location at Desert events. This generous and humanitarian act, we feel, should not go unreported solely because the club chooses to call itself "The Santa Barbarians." A rose by any other name would smell as sweet, but it would be a whole lot rosier for us if clubs like the Santa Barbarians, would pick names less likely to put the wrong image in the public's mind.

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Mits
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Lomita
T & O Yamaha Sales
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Lompoc Valley Sport Center
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Orange
Orange Honda
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Paramount
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Redondo Beach
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Continental Motorcycles
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6625 Linda Vista Rd.
San Diego
Pacific Honda
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Santa Ana
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662 Higuera St.
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Santa Maria
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Jack Baldwin Motorcycles
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Sepulveda
Mission Hills M/C Sales & Ser.
8730 Sepulveda Blvd.
Taft
Taft HD Sales
130 Center St.
Thousand Oaks
Gifford Engineering
2937 Los Feliz Drive
Torrance
Hockie's Motorcycles
22025 So. Figueroa
Whittier
Norm Best Motors
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Honda-Ventura Inc
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Ventura Suzuki Sport Center
6541 Ventura Blvd.
Wilmington
Honda of Wilmington
530 W. Anaheim St.

MEXICO
Yamaha de Ensenada
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Ensenada, Baja California

NEVADA
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1026 So. 1st St.

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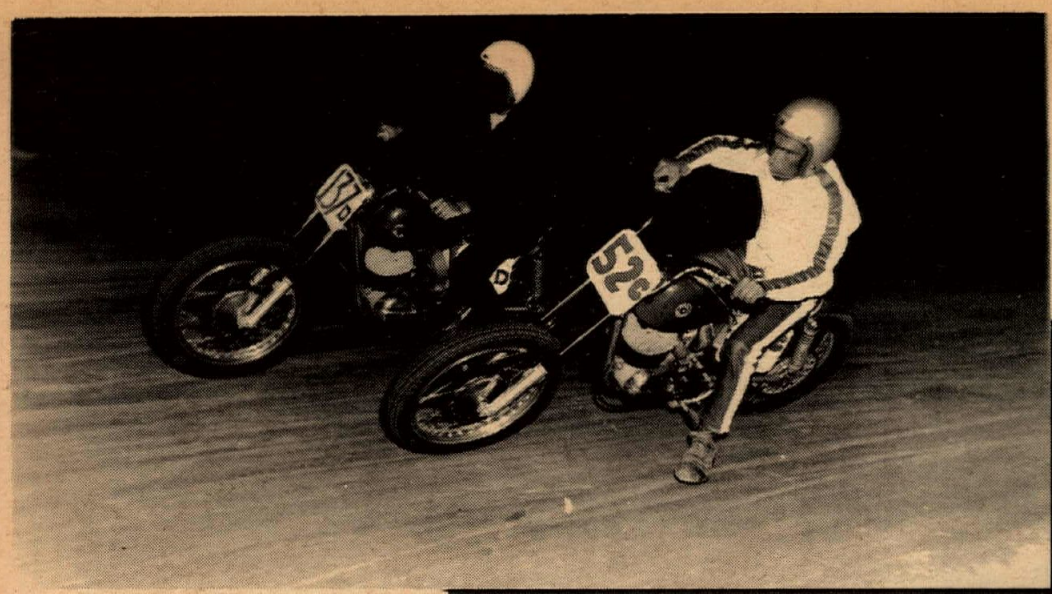

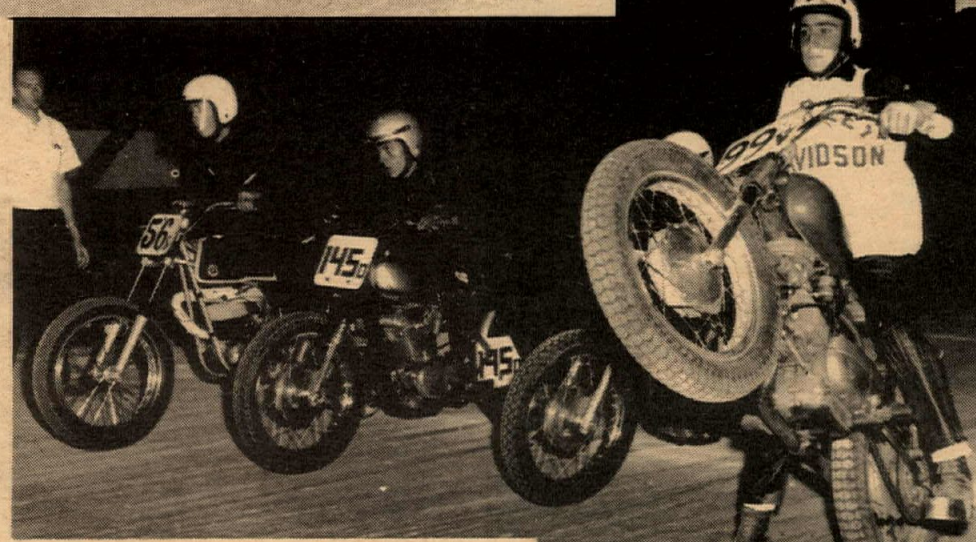

Above, Lucky Tretheway momentarily leads Duane Francisco in the 90cc Expert/125cc Novice and Expert go'round.

Middle, Duane Francisco slides to victory in the 250cc Expert battle.

Far right, Bill (Stinky) Sargenti checks traffic as he heads for a win in the 90cc Amateur bash.

Right, Don Clasby overdoes it a bit as he gets off the line with the rest of his 250cc Novice heat.

Photos & Report by John Ramos

Sportsmen in Altamont Oval

The Livermore Motorcycle Club, a road riding organization, promoted the Sportsman Short Track event at the Altamont Speedway on Sunday, September 4th. This was the first attempt at race promotion by this group and the twenty-eight members did a right good job.

With but one week's notice, over ninety riders showed up to do battle on the Altamont fifth-mile oval. Nearly 1,000 fans packed the stands for the show and were favored with shirt-sleeve weather for the night's racing.

Stinky, Boss & Moss

The Action got off to a fast start with the 90cc bombs. In the second main event of the evening, 16-year-old Bill (Stinky) Sargenti powered his Hodaka to a convincing wire-to-wire win in the 90cc Amateur go ahead of Luis Boss and Arnold Moss aboard a Honda and Bridgestone.

Going up a couple of steps in classifications—Duane Francisco won the combined 90cc Expert/125cc Novice and Expert race. Duane, who is sponsored by Cycle City of Walnut Creek, came off the line last but worked his way up to the third slot by the end of the first lap and moved into second place on the fourth. Three laps later, Duane powered his way past 90cc Expert Lucky Tretheway and held the lead.

The last race of the night was the 250cc Expert go'round. From the start, Duane Francisco took the lead with Bob Self right behind. As the pack roared off from the start, Roger Goldthwaite was bumped by another rider down to sixth going into the first turn but had moved up to second by the end of the first lap. Bultaco-mounted Don Stover moved up to third at this time dropping Self to the number four spot.

Self and Stover fought it out for three laps when Bob managed to get back into third and stay there for the finish three laps later. As the flag fell on the night's last race, the order was Duane Francisco (Bultaco), Roger Goldthwaite (Bultaco), Bob Self (Bultaco) and Don Stover (Ducati).

Altamont Speedway is located just off Highway 50 eight miles west of the town of Tracy. The track features a half-mile paved oval, a one-fourth mile paved oval and a one-fifth mile dirt oval and is reportedly the fastest half-mile track in the country.

(Results on page 16)

Glidewell graces Duane Francisco's 125cc Bultaco with her well distributed 98 pounds.

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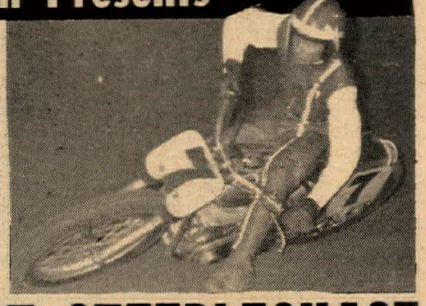

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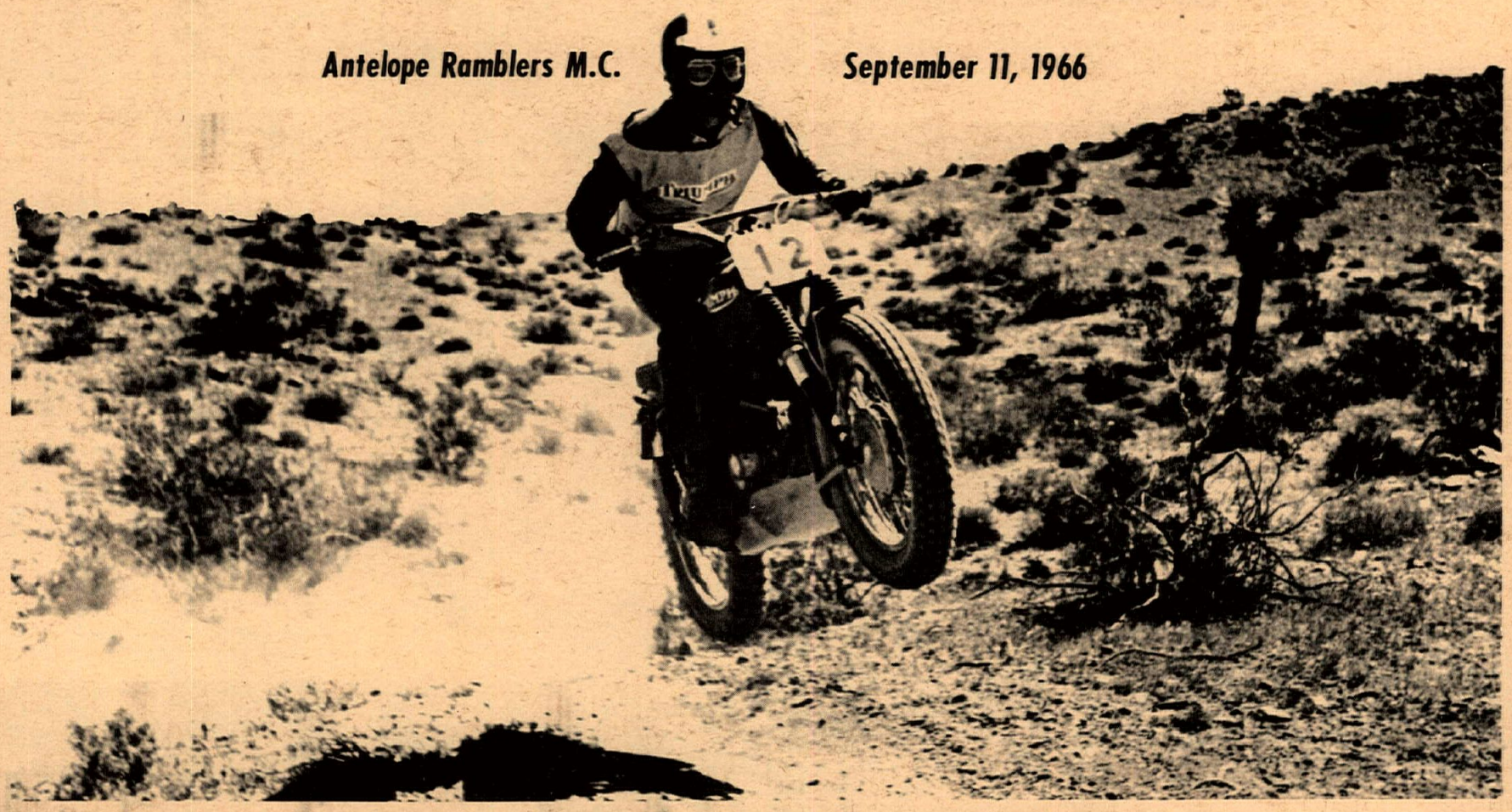
Antelope Ramblers M.C. **September 11, 1966**



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TRIUMPH

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Pritchard's McCulloch Sales
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Vallejo Motorcycles, Inc.
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Fresno

Sports Center
Pittsburg

Honda of Arcata
Arcata

Motorcycle Sales & Service
Grass Valley

Cycle Center of Daly City
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Beach Cities Honda — Triumph
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Bill Boren Honda
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Brattin Motors
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City Cycle Center
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Custom Engineering
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Monte Dennett Motors
San Bernardino

Ed's Cycle Shop
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Bud Ekins Motorcycles
Sherman Oaks

Ted Evans M/C Sales
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Foothill M/C Center, Inc.
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Hi-De-Ho Sport Center
Yucca Valley

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Honda Triumph of Indio
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Imperial

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San Fernando

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THIS MEXICAN JOYRIDE - NO JOY!!

By Bill Pettigrew

Over 1,000 motorcycle enthusiasts participated in this year's Rosarita Scrambles in Mexico, held Sept. 3rd and 4th. This "Grand Prix by the Sea" is hosted by Hi-Boots M.C. of San Diego, California. This year the event was held farther down the coast about half way between Rosarita and Ensenada, Mexico. The course consisted of sand and wash-board and sand and wash-board, and that is the best possible description of the course. The two-day event was held under skies that only let in little trickles of sun occasionally.

As usual this event draws riders and enthusiasts from great distances. There was the 65 and 72-year-old couple who rode down from Portland, Oregon. There were two families from Utah, and some more from Arizona. One rider was surprised when his father and mother showed up at the event. He hadn't seen them for two years. We even had some of the Berdoo boys out there cheering, but not when the event was going.

A total of 135 bikes were entered in the first day's races. The torturous course took its toll and only a fraction of the riders finished the required 50 miles. D. Engstrand and a very capable Yamaha managed a good hard ride to first place in the 90cc Novice event. Honda man Wayne Reynolds copped a good second ahead of third place J. Jernert also on a Yamaha.

There were a number of powder-puff entries in the grueling race and S. Ternin stove off all competition on her little Honda to take first place laurels for the distaff section. The Experts were led to the finish line by C. Baker's Zundapp. R. Jones and B. Trevek battled it out for the second and third place honors and ended it in that order.

Up-sets

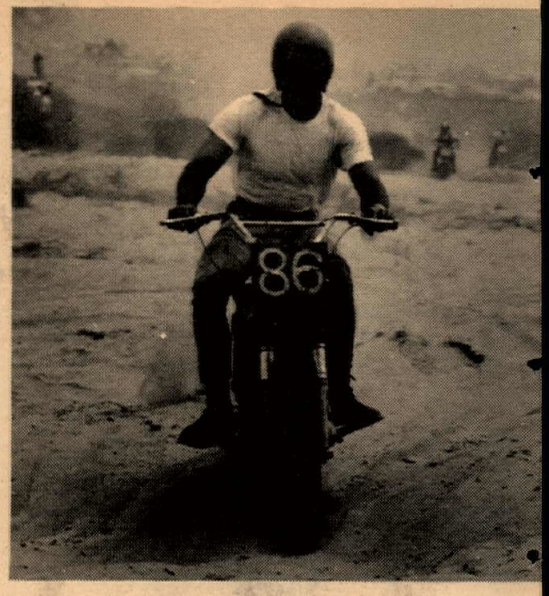
Action in the 250cc class proved to be grueling. Many a participant parted company from their bikes in the wash-board sections and in the soft sand corner just before the ½ mile straight.

Novices in the 250cc class were led through the monotonous 40 laps by hard-riding Al Vanderpool and his very adept Husqvarna. Although Al did some real hard riding on his Husky, J. Clark on a CZ kept a light margin between himself and Vanderpool to take a well-earned second. In fact, if you finished the 40 laps at all you were doing very well.

250cc Experts had no time at all to prove any fancy prowess. Most were barely managing to stay aboard their toads. B. Messer copped first place on his well tuned Bultaco. Don McCarley was out to take another scrambles win to match his victory last week at Encinitas. Although Don was really pushing his Greeves, you could only do so much on this course. Don took a good second with D. Lang, also on a Greeves, taking third.

Two determined competitors battle the soft rutted sand of Rosarita Beach.

Novice Gary Gerlich takes to the wet sand in an effort to get a little traction. The firm sand by the water was the only good surface on the entire course.



Above, Open Expert victor, J. Camaret stirs up sand storm. Below, Duck!—Here comes another one!

Husquarna eats 40 inchers?

Chuck Koscis defeated all in his class and many others to take a very well-ridden win on a terrifically strong running 360cc Husky. Chuck's bike was running real strong in fact he led the entire field of bikes, including all the 40-inchers. This is not an uncommon thing in desert racing where it sometimes gets very rough and the small, better-handling bike can come out on top. But if there was any appreciable straight the big-bores would catch up. In this race the Husky did not lose an inch of ground on the straightaways.

Two Hi-Boots riders took a taste of their own medicine in the 500 Expert class but came through in the brass. Don Wood and his smooth running Honda took first place with George Admire taking second, also on a 350 Honda mount. S. Diaz and BSA worked together to take a dusty third.

Kris Cox gets down on it as he speeds to victory by the sea in the Open Novice class.

Wild Ones...

Ken Cox led the rather wild Novices through the grueling 40 laps to take home first place brass. Ken was Triumph-mounted as were second and third place men J. Payne and B. Burns. Ken led the Open Novice class through many spills without faltering.

Open-Expert class found Jim Camaret leading to the finish on his tired Triumph. Mr. Camaret was led by number 48 throughout a large number of laps but with Mr. 48's engine blowing on the stretch it was then J. Camaret all the way. Dick Vick managed a smooth second on the rough course. Dick had a first last week at Encinitas but couldn't find the groove (there wasn't one!) at Rosarita. L. Baker battled to third on his BSA.

Although there were no serious crashes in the races that weekend there were some at other times. A man and his son-in-law had a head on crash on the beach and ended up with one going to San-Diego for emergency surgery. The overall weekend was fair, but the course and weather were not to the riders liking.

Many liked the course last year much better and questioned the officials about the change of area. The reason for the switch was that there was a new *Delagado* in Rosarita and he said, "no racing in Rosarita". The Hi-Boots did not like the switch any more than the riders. In fact the club had to pay $350 for rental of the land for the weekend plus a $50 clean-up fee. Despite all these circumstances the events were held and most managed to have fun on their bikes or celebrating. Hi-Boots M.C. sorrowfully announced that this looks to be the last "Grand Prix by the Sea" for some years due to land space problems and such.

Through all this the Hi-Boots deserve to be congratulated for a well-organized event despite the odds. The event was by no means a failure, but it lacked the old flair it used to have. We sincerely hope that this great annual race will not become a thing of the past and hope that matters can be ironed out. Thanks to the Hi-Boots M.C. of San Diego, California for another Mexican holiday on two wheels.

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NEW WORLD CHAMP

Agostini and MV: New Champions

Giacomo Agostini won the Italian Grand Prix and the World's 500cc championship Sunday, September 11th by powering his four cylinder MV Agusta racer to victory over the finest road racing competition in the world at Monza.

Former champion, Mike Hailwood of England, failed to finish the race due to a broken cylinder on his four cylinder Honda racer. Mike won the championship in 1965 aboard an MV but late in the 1966 season he switched to the Japanese model and has been bothered by many mechanical problems.

In this, their first year in 500cc racing, Honda has had more than enough power but handling difficulties have kept them and Hailwood out of contention in the battle for the big bike title.

In the other classes however, Honda scored a clean sweep. Luigi Taveri won the crown in the 50cc and 125cc classes and Mike Hailwood did the job on the 250cc and 350cc bikes.

The combined points won in the five solo classes brought to Honda, the Manufactures championship.

PLAY TIME AT SOUTH GATE

(Photos by Dennis Greene)

Right, a pack of 100cc racers power through one of the turns on the super tight TT course at South Gate. Below, number two man in the 250cc Main, Paul Coberly. Middle, 250cc Trophy Dash gets under way. Number 68, Ray McCarty was the winner. Bottom, Steve Scott (#1) goes over the jump with one of the men he had to pass for his 250cc Main Event win.

SECOND SHORT STEEPLECHASE

The second running of the South Gate short track TT last Sunday saw Keith Mashburn, Ray McCarty and Steve Scott dominating both the trophy dashes and the main events. Mashburn made it look easy, winning the 100cc trophy dash on his very quick Honda, even though Steve Scott was in hot pursuit on his Suzuki during the entire 4 laps. Keith broke out in the beginning and never lost his front running position.

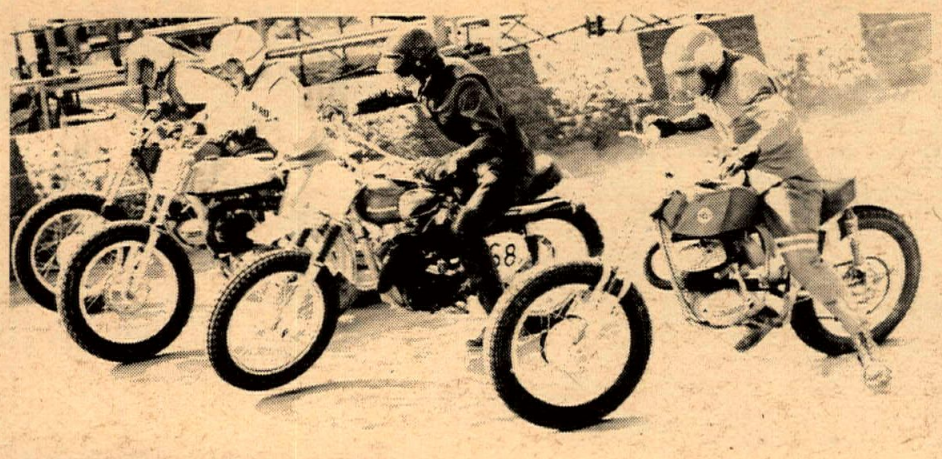
The 250cc event was quite another story. Off the line Ray McCarty on his Husqvarna going into turn 2 was running in third place. The two front leaders went wide on a sharp left hander and the Husqvarna with its tremendous low end torque was able to slip into the lead going across the jump. Steve Scott had passed several riders and moved into second place trying fervently to catch Ray during the remaining three laps of the trophy dash but just couldn't reach the Husqvarna.

The 100cc main event was a wild scramble in Turn 1 and Turn 2, with 14 machines on the line. Coming across the jump on Turn 1 was Keith Mashburn out in front. In hot pursuit was Tom Sherman on a Honda. Third and 4th places, running neck and neck, were Marty Endless and Paul Wilde, and in fifth place was Steve Scott. On lap 5 of the 100cc 15 lap main event, Wilde fell coming out of the right hander on Turn 3 leading to the jump, moving Marty into uncontended 3rd spot and Steve Scott into 4th. On the 6th lap while leading, Mashburn developed engine trouble and retired, moving Sherman into first spot. On the following lap, Steve Scott passed the three leaders going into Turn 1, a fast left hander, moving into first spot where he remained through the rest of the five laps.

The 250cc main event also was a wild start, with 14 machines on the line for this 15 lap main event. After a few laps, the event was pretty much Steve Scott's. In the first several laps, riders were bunched together, and there was a considerable amount of passing and ganging up. A top contender in this event, Ray McCarty, on his Husqvarna, got jammed back in traffic and was unable to do anything better than fifth. Fourth place went to Chuck Saxton on a Honda. Chuck has really been coming on strong in the 250cc class and does quite well handling his big Honda on these tight short courses. Third place went to Larry Preston on his 175cc Ossa. This was Larry's last event for the A.C.A. He's going into the Army on Tuesday, September 14th. Second place went to Paul Coberly on a Bultaco and Nbr. 1 to Flying Steve Scott, also on a Bultaco. Steve has the uncanny ability of making the TT look like a Sunday stroll. Sixth spot went to Keith Mashburn on his Montesa. Keith had been riding up in the front real strong but had some trouble in several of the corners and was unable to regain his position.

The next ACA TT event will be under the lights on Saturday night, September 24th. Pit gates open at 6:00 p.m., practice at 7:00 p.m., first event at 8:00 p.m.

(Results on page 16)



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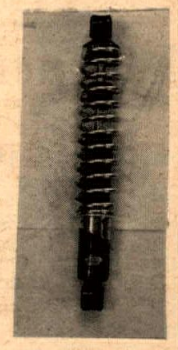

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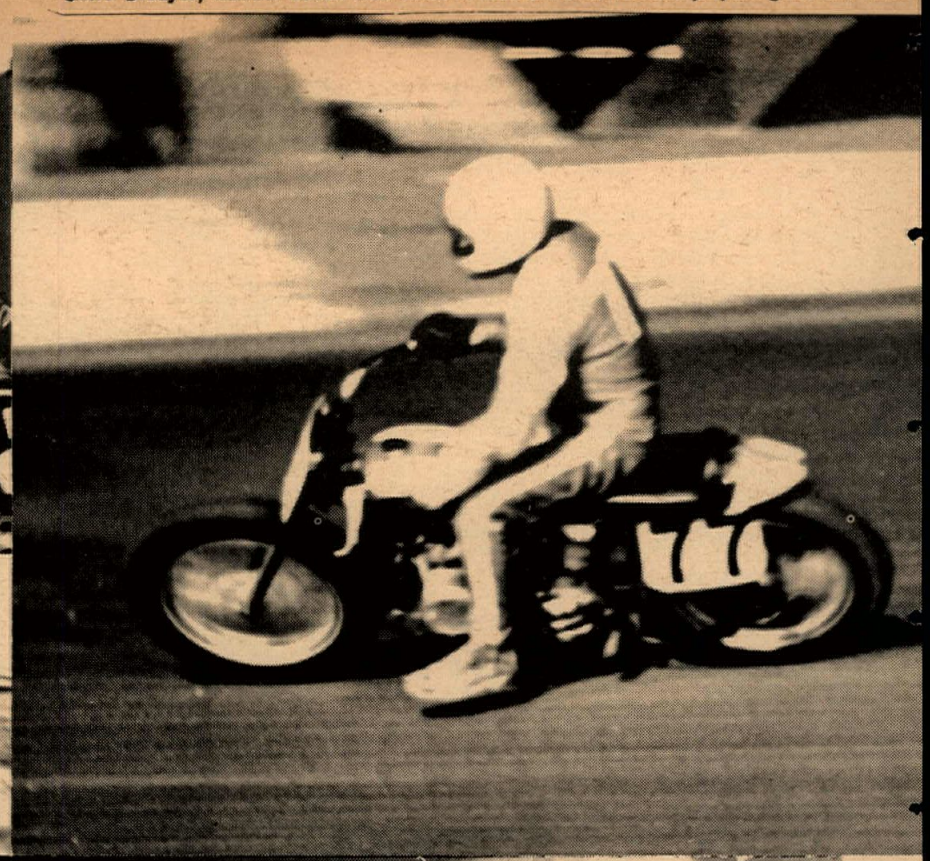
Chris Draayer, number seven man when it was all over is here preparing for the south



8 MILE NAT. from page 1.

heat race when four first year Experts raced into the front four transfer spots over many of the veterans.

Chris Draayer led the upset with Romero running second, Chuck Jones third and Paul Conserriere in fourth. These four youngsters eliminated Cal Rayborn, Eddie Mulder, Don Hawley, Bob Bailey and Buddy Elmore.

The twelve rider field for the annual national found all but Dick Hammer and Guy Louis still running at the finish. These two riders were forced to the pits with mechanical troubles before the end of the race. It was the seventh straight year a BSA single model has won the Ascot National. It was the third national win of the year for Tanner, a record national win output for the popular rider from Wilmington.

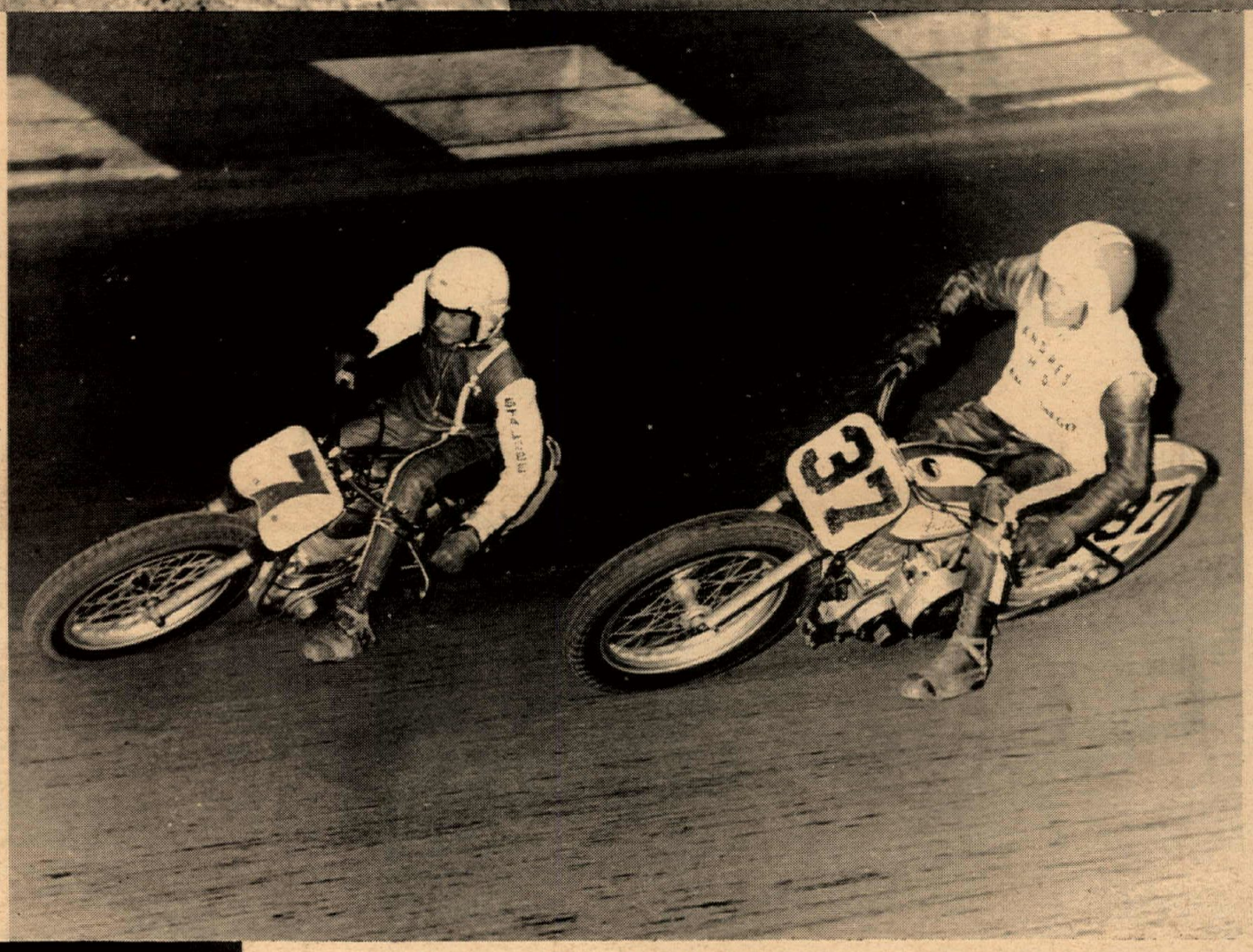
Upsets continued with the running of the 16-lap Amateur final when unranked and winless DeWayne Keeter rode a perfect race from start to finish to win his first of the year at Ascot. He became the 11th Amateur this year to win a main event at the Gardena oval, another record.

The next National comes up this Sunday afternoon at Carlsbad Raceway with the Experts competing in the 75-Mile National big bike race and also in a combined Amateur-Expert 250cc Lightweight race. The Amateurs also will run a big bike event.

Meantime back at Ascot, regular Friday night half-mile racing resumes this week with all the out-of-state riders again on hand to challenge the locals—or should we say, Sammy Tanner?

Novice action last Friday night found Yamaha-mounted Larry Pruett scoring the sweep in the heat, dash and final. It was wheel to wheel all the way in the feature between Pruett and point leader Marty MacDonald.

(Results on page 16)

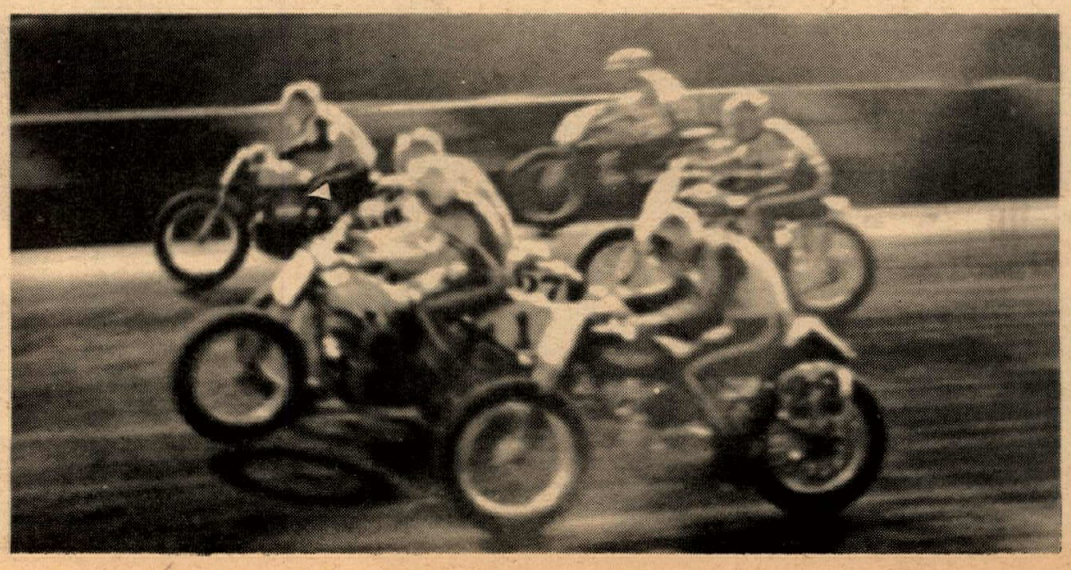


Sammy Tanner passing Mel Lacher on the outside. Sammy went on to take the win and Mel ended up third.

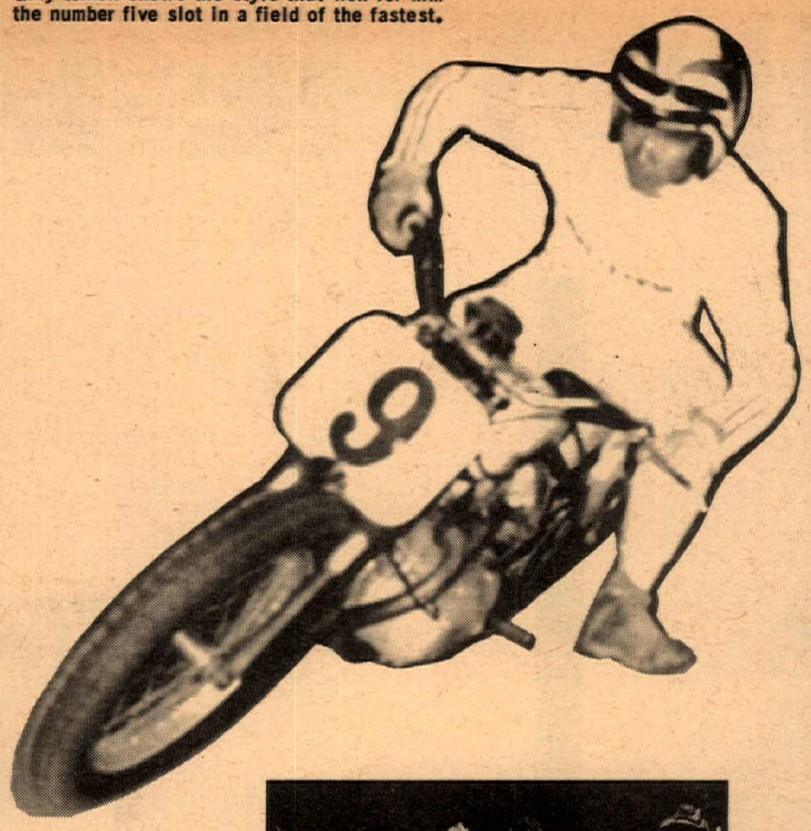
After the battle is done. Sammy, as always looks calm and cool as he collects his trophy. To his left stands Pete Colman and Eric Turner of Birmingham Small Arms.

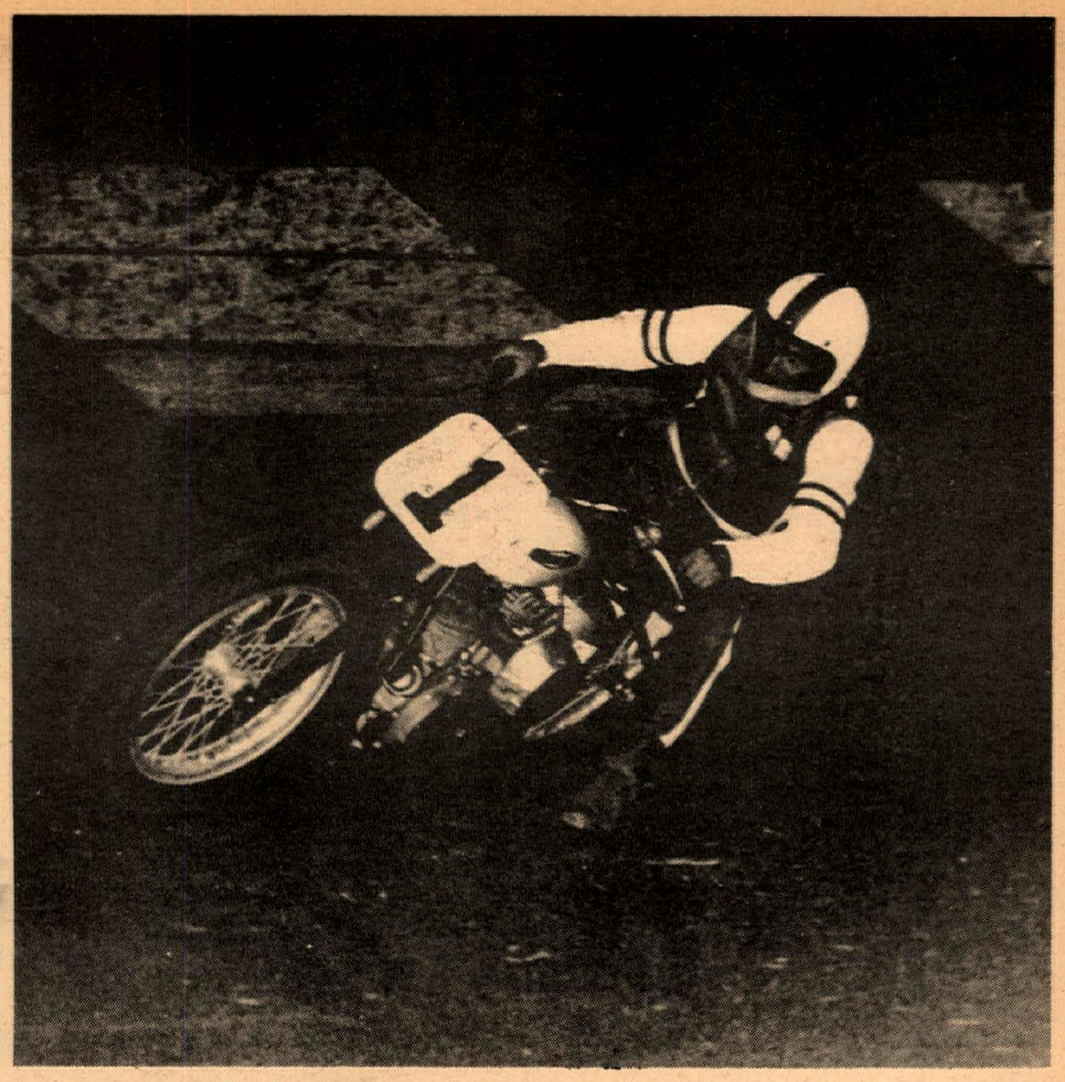
From left, Bart Markel, Mert Lawwill, Mel Lacher, Chris Draayer and Fred Nix. Just a few of the riders that came from all over the country for the big one at Ascot. Below, and this is how it was in the mad scramble for the gold and glory.

Photos by Dennis Greene, Joe Lopez, Jim Brammer, Dutch Fielder.



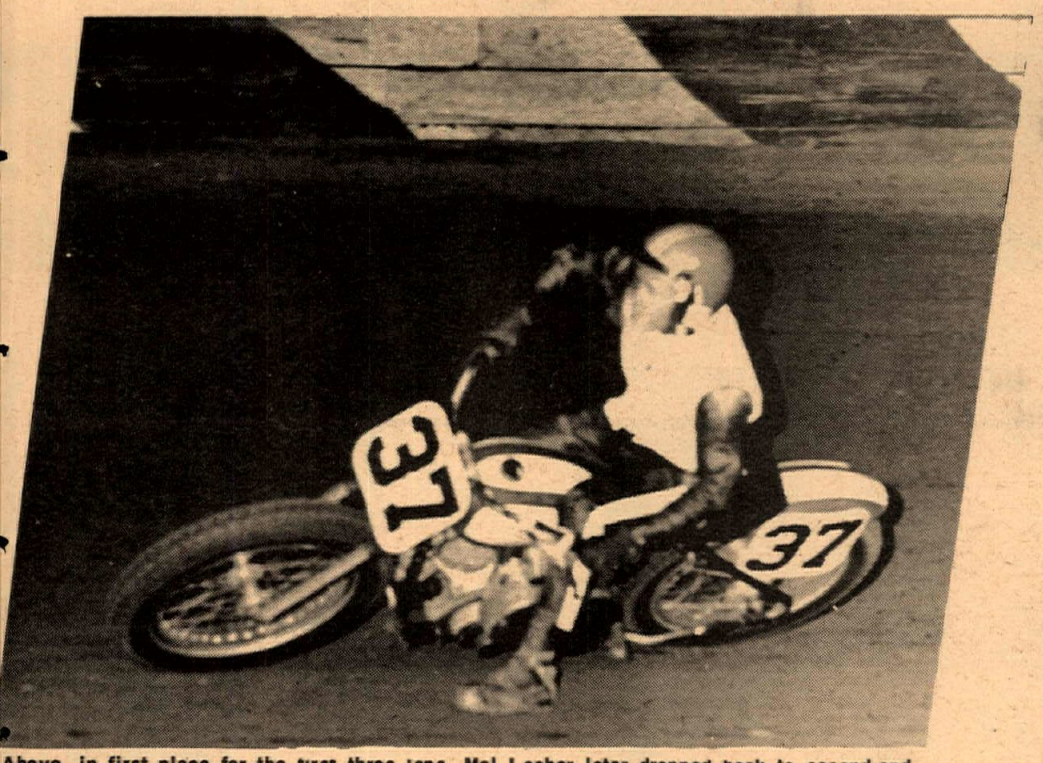
Gary Nixon shows the style that won for him the number five slot in a field of the fastest.





Bart Markel who never dropped below fourth during the 20 laps of the National, is here on his way to second place finish.

The machines are ready for battle. A line-up of the hottest flat track bikes in the country.



Above, in first place for the first three laps, Mel Lacher later dropped back to second and then third.

Below, the two top men in the time trials. Mel Lacher (37) posted best Expert time and Shorty Seaborn did it in the yellow plate (Amateur) class.

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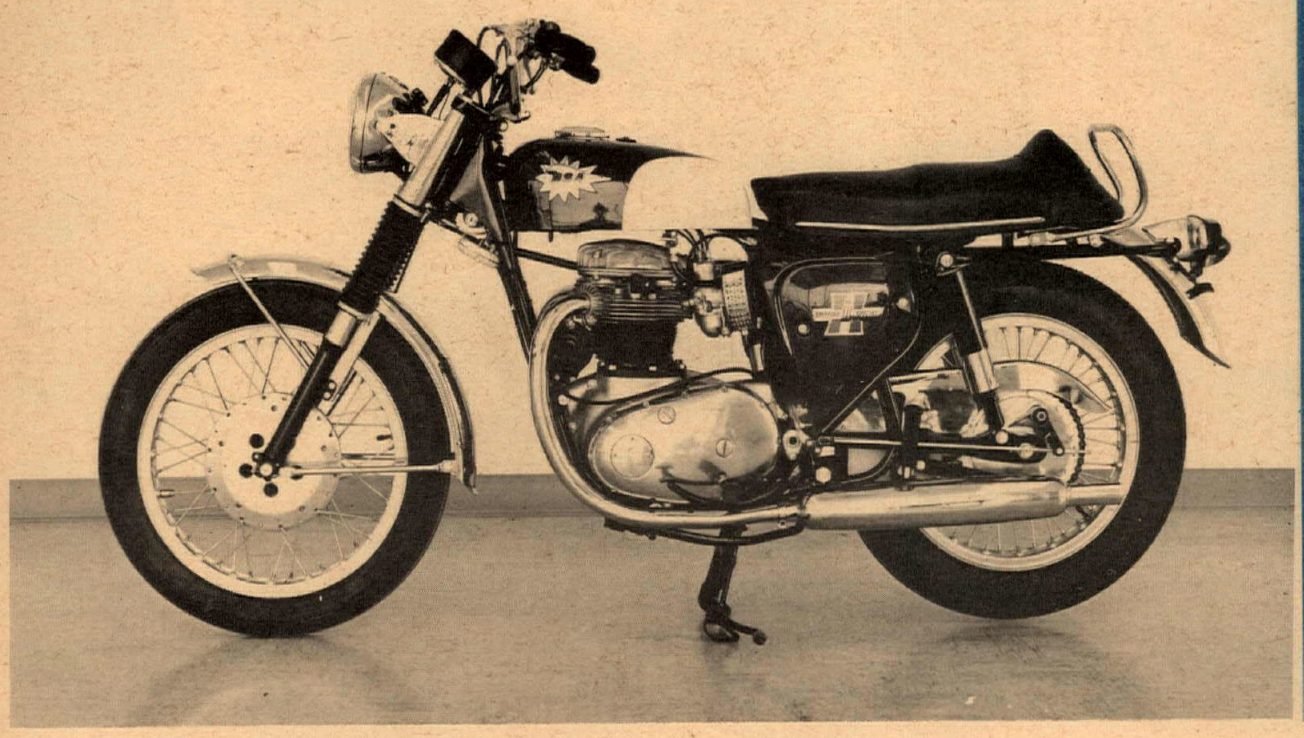

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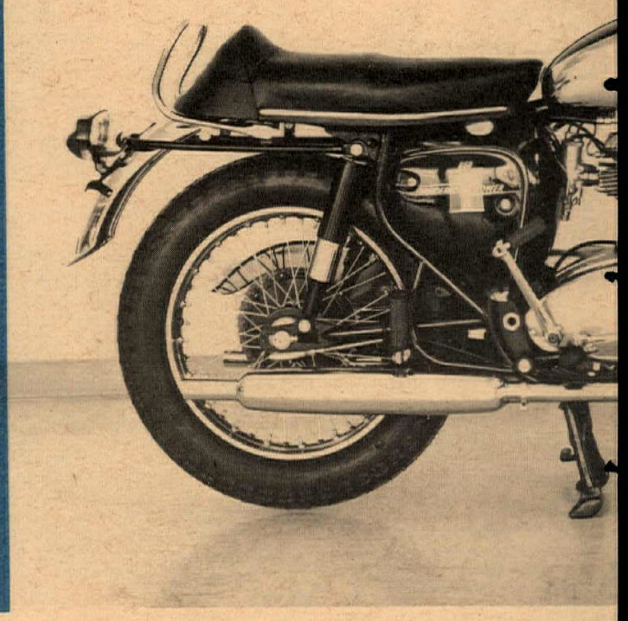

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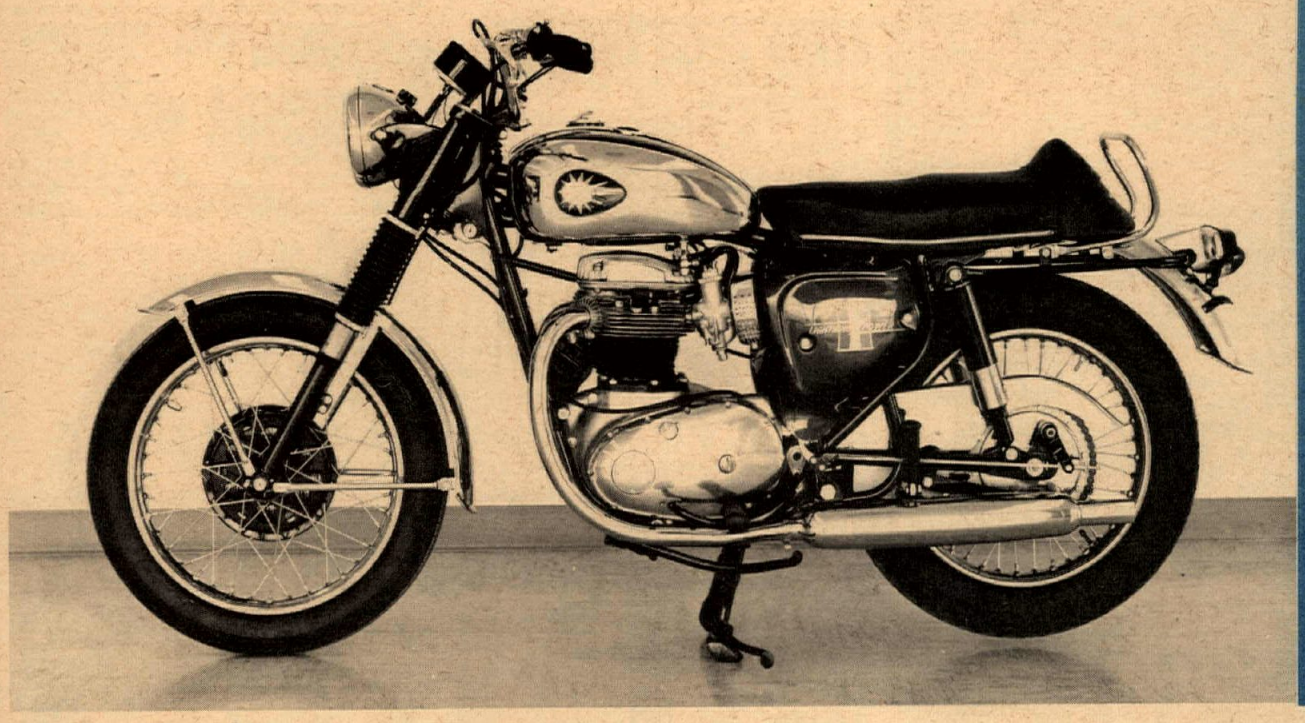

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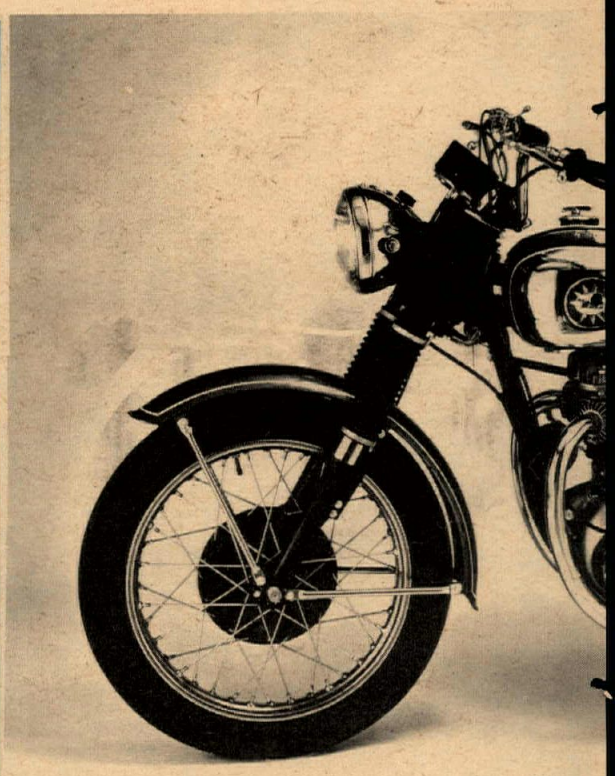

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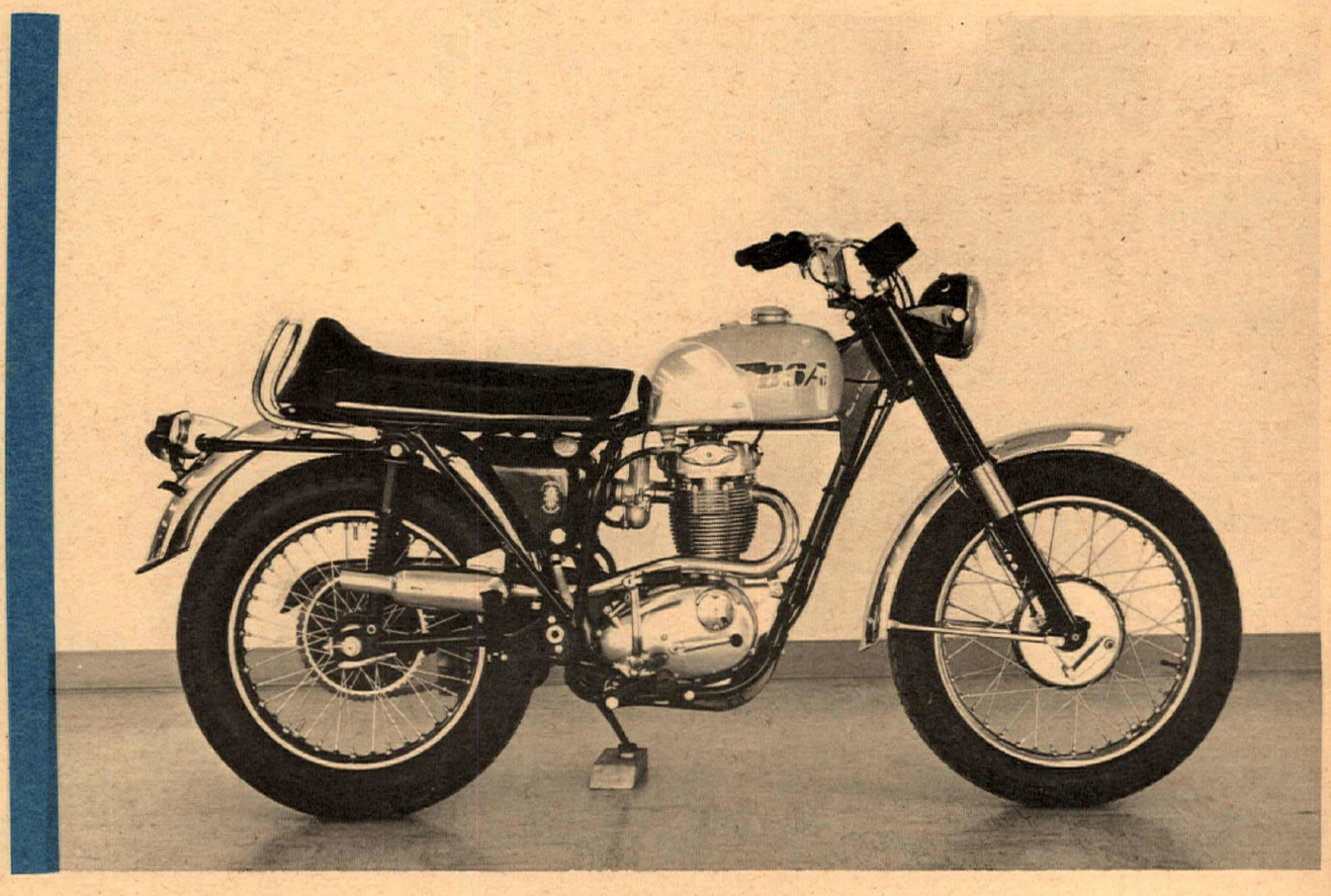

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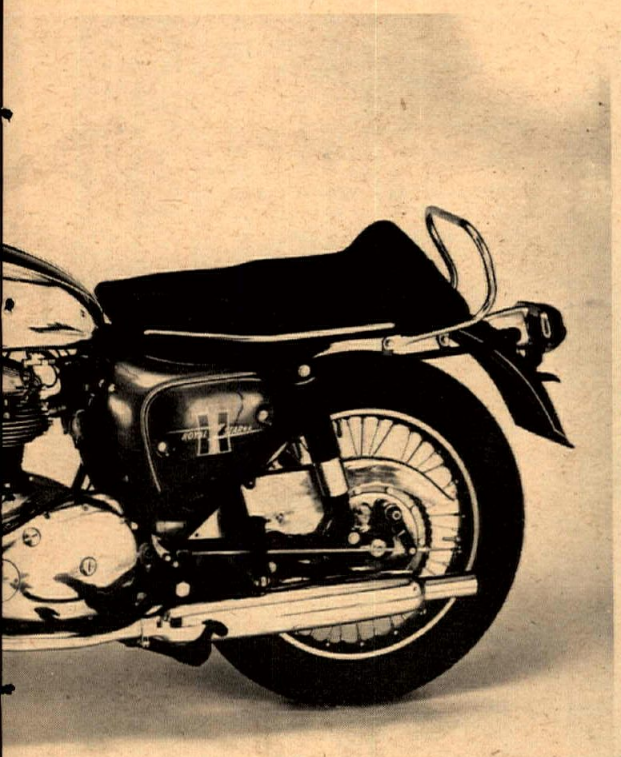

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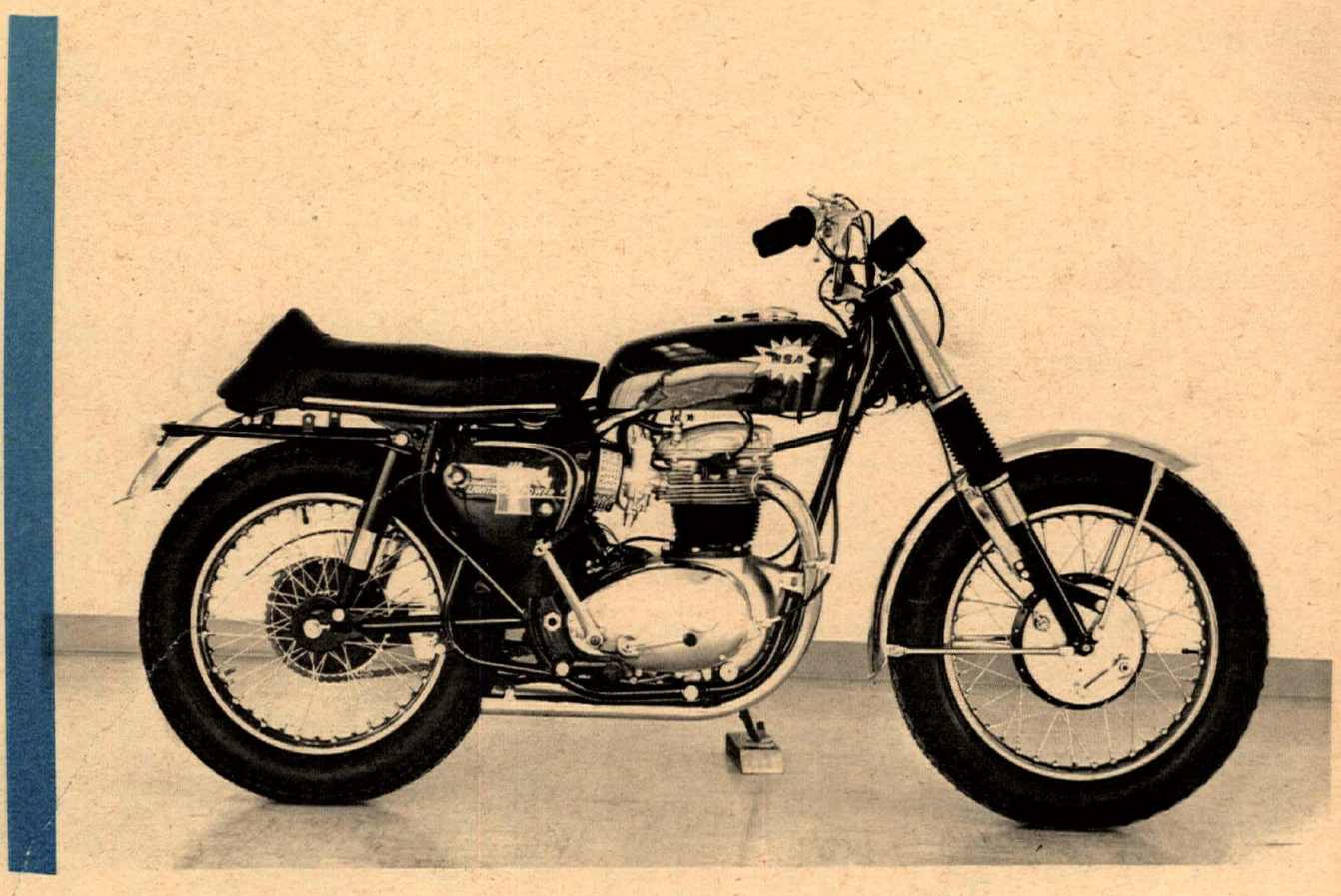

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DRAGS (Continued from page 1)

times were close enough to make it any mans money.

Leo Payne was a little slower than usual and his task of defeating the twin engine Triumph did not look easy. Sonny Routs double is the quickest and fastest gas bike known and he was proving his East Coast reputation by turning elapsed times in the high tens at speeds of 140 plus. This machine has specially designed 48" cylinders that Sonny sells under the business name of Webcor. When the race was over a definite fact was shown, that inches and gas just cannot catch inches and fuel, for Leo Payne again took the round.

Sonny Raslawski and Bob Ebeling were the remaining two and their elapsed times were scant hundredths apart. Ebeling was just a breath faster off the line and took the win turning 11.07 elapsed time. Sonny's E.T. ticket showed 11.09 elapsed time and that was close!

The final round brought Leo Payne and Ebeling to the line and Leo was determined to preserve his unbroken winning streak. Determination and Harley Davidson are a great acceleration team, for they worked together in defeating the Triumph with a final elapsed time of 10.19 and at the speed of 148.56 miles per hour.

TOP STREET & GAS

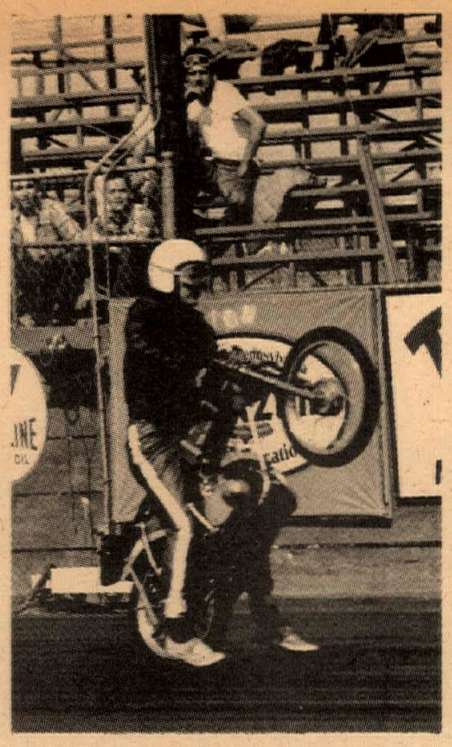
In the regular program events of Top Gas & Street there was a large field of good machines and Ron Steinberg had to turn a 12.40 second run to take the Gas title while Johnnie Eastes was victorious in the street class turning 13.16 E.T. at 103.16 m.p.h. in Street.

LIONS ALL BIKE MEET

Leo Payne collected the biggest share of the purse as a farewell gesture to California and Sonny Rout took the largest remaining balance of transportation back to Brentwood, Maryland.

As the gates swung open at 9:00 a.m. at Lions drag strip, bikes were in abundance before the entry booth. Machines and rider/owners, presented a good variety from the entire U.S. of excellent equipment and sportsmen. A good deal of confusion presented itself with the running of 66 trophy classes plus an additional 9 classes for the money, but when it was all over there were not many sad or angry faces except of those who had become victims of metal and mental fatigue. Again, as with most new things, many lessons were learned in how to present such a program. The first and foremost is the need for better organization next time!

A wide variety of approaches to shortening elapsed times over a quarter mile were present such as a sanitary, blown Honda which used two new automotive, smog control injector superchargers and the 650cc gas bike of Ron Steinberg that sported an imported Alf Hagon drag frame, James Enz and his twin 750cc engined Enfield, and a selection of space frame units that defy description.



The wrong way to make a low E.T.

The novelty events such as sidehacks were an entertaining spot in the meet, especially when led by a notable like Keenan Wynn and not to be overlooked were the wheel stand eliminations that were won by the notorious "Spider" Jim Summer and his Harley.

TOP FUEL

The race for top fuel was an automatic win for Leo Payne when Murray and Cooks twin engine Triumph blew the cases of its rear engine apart and let the insides come out.

Perry and Scotty had arrived with their big twin engine Triumph but the entries were closed before their arrival. In order to provide some show, Perry and Scotty agreed to race Leo's Harley just for kicks and they almost broke Leo's unbeaten run of wins. Perry rode the double in great style and made it out of the gate first, but the Harley put its power straight to the asphalt and pulled ahead at the top end. Leo's elapsed time was 10.16 and the speed through the traps was 148.51 m.p.h.

Just a short while before this race, Perry and Scotty made a run in the 9 second bracket and if they had done it this time — but they didn't and it was all Leo's.

The B fuel class has only two entries due to the recent breakage of some of the best. That breakage gremlin again presented itself because Don McEvoy's fueler met an abrupt end early in the afternoon. When it came time for a money run without competition, Perry Prentiss rode Ebelings 650cc Triumph for a single run and automatic win.

Karl Bulluck took the C fuel honors with his Honda traveling at 98.03 miles per hour in a short 13.68 seconds.

TOP GAS

Undoubtedly the fastest and quickest is Sonny Routt, but he had to prove it when the time came for races against some great contenders such as Sonny Raslawski (who turned a 10.99 E.T. Friday nite), Jimmy Enz double and Larry Welches quick Harley-Davidson.

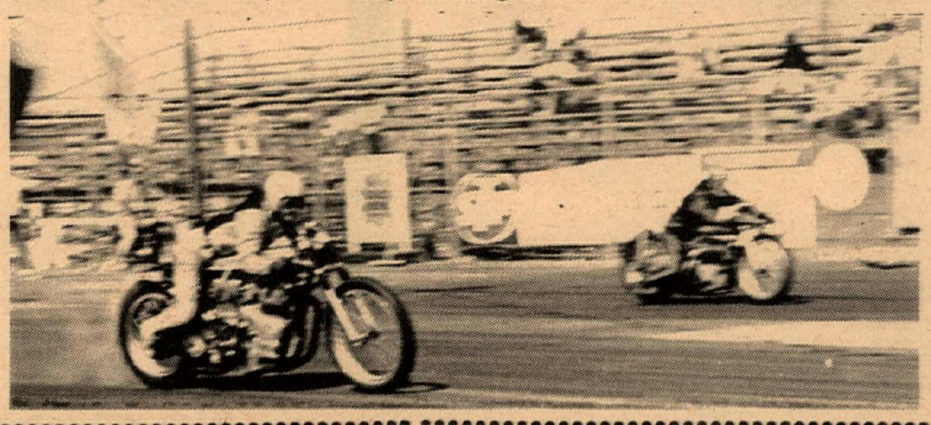
'A' dragster division had the largest number of class entries but through this large field Sonny's big double plowed a quick path to top gas laurels that will long be remembered here on the West Coast. This fabulous gasser turned 10.72 elapsed time with a speed well above 140 mph. Top performing machinery is what wins and he deserves every bit of glory he received.

TOP STREET

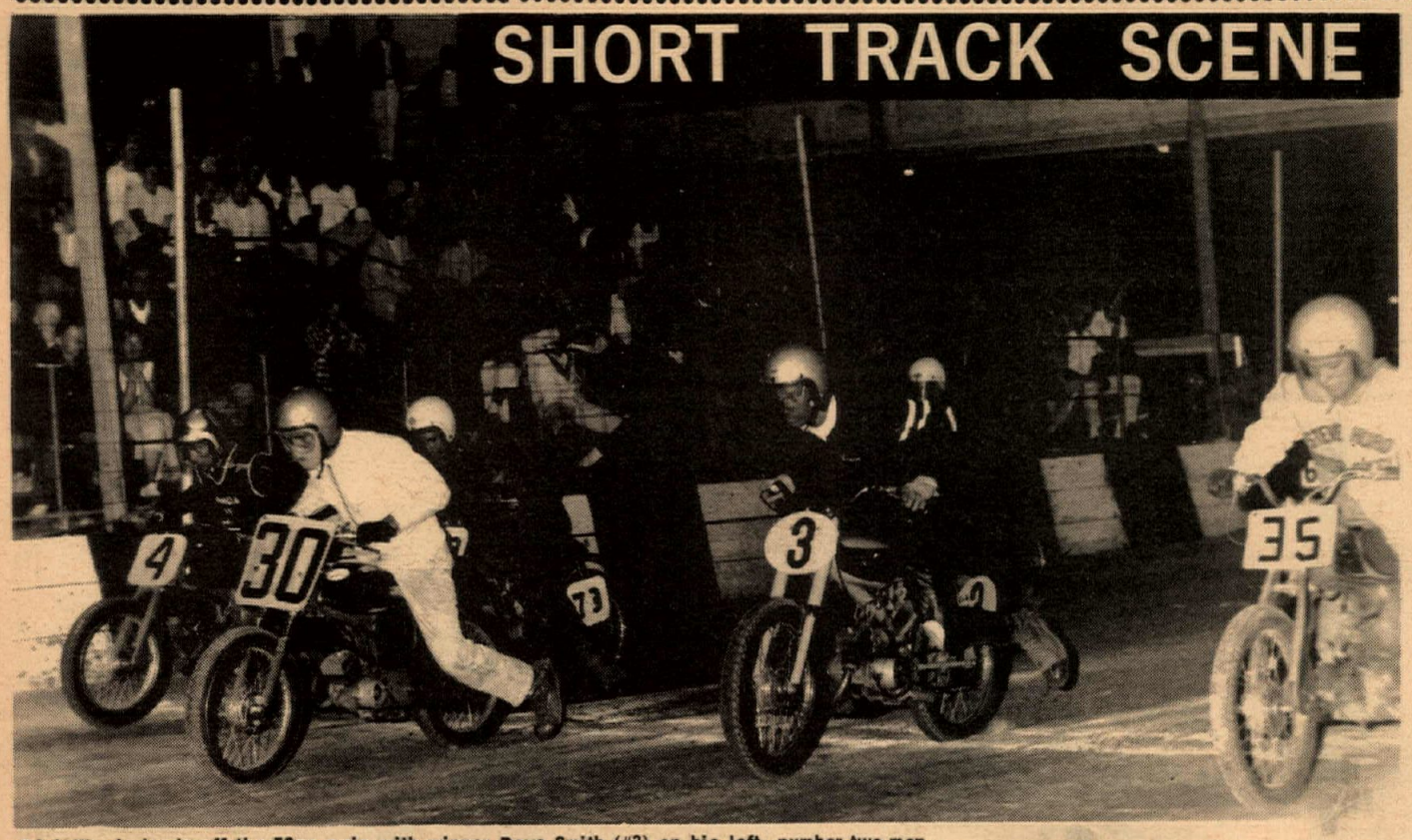
The name Leo Payne has used a great deal of ink in the results of this meet and here again it takes a share as Leo secured the A street victory with the fastest and quickest elapsed time and speed in the street bike ranks. Leos speed in the final eliminations was 121.29 mph with an E.T. of 11.37.

At any bike meet the 650cc entry list qas quite long but Grant Hannah paid no heed to the task necessary for a 'B'

This is the way to do it. A pair of Triumph doubles get off the mark at Lion's all bike drag meet.



SHORT TRACK SCENE



Rick Woods leads off the 50cc main with winner Dave Smith (#3) on his left, number two man (#35) Keith Mashburn and third place Randy Layne (#4) close behind.

Orange County Action

The 250cc Trophy Dash and Main Event again this week went to Ivan Oden, making his 19th consecutive win at Orange County. In hot pursuit and a real challenger to Ivan was Sal Acosta on his Bultaco. Sal tried several times in the main event both on the inside and outside to get around, but had to settle for second. A quote by one rider concerning Ivan, "the old man just doesn't make a mistake at Orange County and once he's in front, it's almost impossible to pass him".

The 100cc Main Event went to the top point man in the 100cc class, Russ Robinson, on his Yamaha. Challenging Russ throughout the entire event was Keith Mashburn on his Honda and Rick Woods. Rick had previously beat both Russ and Keith in the Trophy Dash. The 50cc Main Event went to Randy Layne on his Honda and second place to Keith Mashburn on a Honda. Pushing both Keith and Randy was Carl Sjolund on his super-light Tohatsu.

Now that the season is coming to a close and the point separations are moving closer, the competition in the lightweight classes is building up to make the remainder of the season quite exciting.

Keith Mashburn and Sal Acosta bash their bikes in the 250cc A Main Event.

South Gate Raceway

The 250cc trophy dash and A main event went to Rick Woods on his Ducati. Second was Meryl Hamm on a Bultaco. Third place went to Randy Layne on a Honda. Randy had started off in last position and worked his way up through the 10 lap main event to finish in third spot. In lap 4 of the A Main Keith Mashburn and Sal Acosta played "tangle tires" coming out of turn 4 and went rear wheel over handlebars. Luckily, only their pride was hurt.

The 250cc B Main event was taken by Ivan Oden who moved out in front and pretty well had this event to himself throughout the entire 10 laps.

The 100cc Main Event was a complete line up of who's who in this class with Calkins coming out on top. Russ Robinson, the leading points rider in the 100cc class, couldn't quite get going, when he dropped his air filter and was unable to do better than fourth.

CHICO CHASE

By John Noffsinger

The track at Cycleland Speedway at Chico, California was fast, hard, and smooth on September 3rd. The riders, again, overextended their ability on many occasions, and as a result, found themselves on the ground dodging traffic.

Tom Von Seggern of Willows, California on a Honda won the 60cc event. Second was Steve Goff of Oroville, on a Honda. A Suzuki with John Allen of Oroville aboard made the number three spot.

Dennis Mayhew, from Willows, won the 90cc class on a Honda. Close on his heels was Paul Minor, Sr. of Sacramento on a Honda. Another Honda followed with Eugene Mendez of Willows, taking third.

S'PRIZE

Bob Vaughn of Oroville spotted the competition 50cc's to take the 175cc Class with his 125cc Honda. Jerry Hybarger brought his Honda in from Reno, Nevada to cop second place honors and third position brought in Ted Bare of Red Bluff on an Ossa.

Al Watson of Yuba City, led a Bultaco parade in the 200cc class from start to finish. He was closely followed by Harold McDonald of Willows. Third, was John Dotson Rio Vista.

George McCarty of Red Bluff, on his Honda overtook Richard Airoza of Maxwell, Calif. on the last turn for first in the 250cc class. Taking third was Gerald Henderson of Fair Oaks, California on a Ducati.

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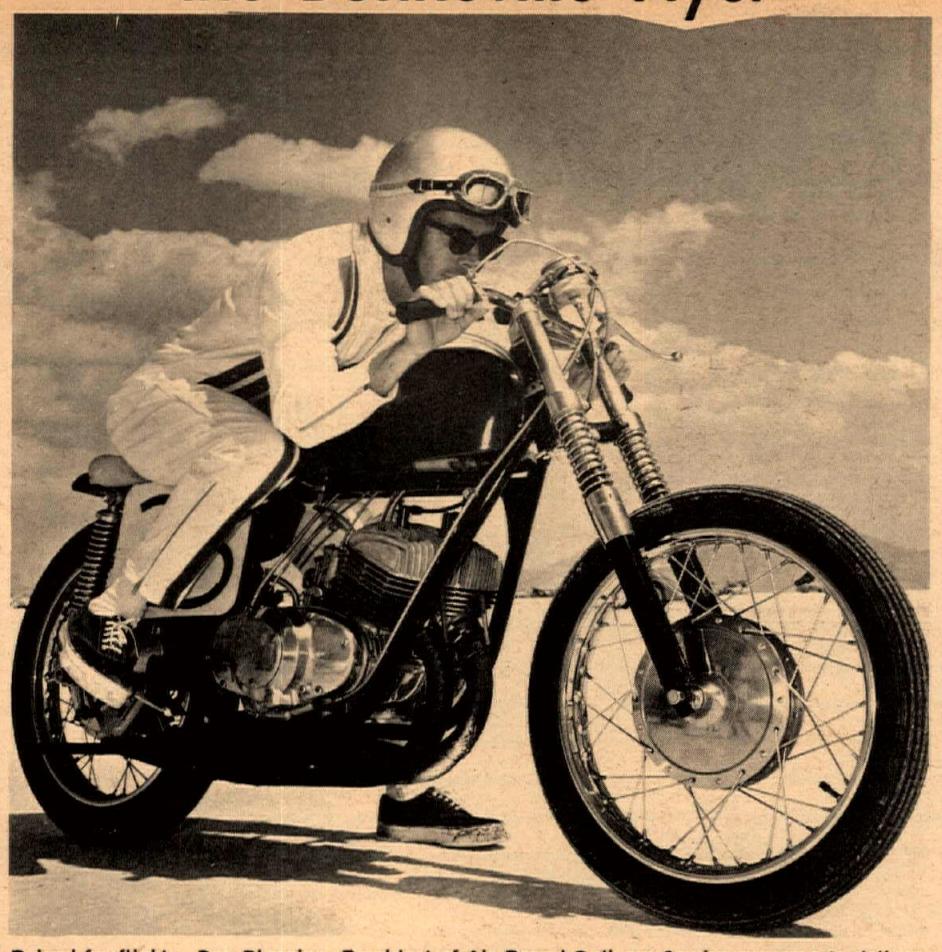
The Bonneville Flyer



Poised for flight—Don Blessing, President of Air Parcel Delivery Service prepares to deliver a new record for Suzuki. Don, a Sportsman Novice from Santa Ana with only 1,400 miles of street experience, flew to Bonneville with his bike and set a record of 107.322 mph for 250cc production motorcycles.

DRAGS **RECORDS**

street victory and defeated all comers turning 13.23 – 99.97 on his well prepared 650 Triumph.

Le Roy Wyman did the job right in turning 13.85 E.T. and 92.97 mph for the 'C' street victory.

Since this meet was under A.H.R.A. and A.M.A. record sanction, there were many new records placed in the association book but the list was not available to us in time for print. Next week we will print the records and they should be quite astounding when we observe the trophy class winners elapsed times that can be found in the results.

September 17th there will be the Arizona State bike drag championships with a big bundle of money for the winners and there are trophies to boot.

A caravan to Tucson raceway will leave the Southern California area at 9:00 p.m. Friday, September 16th, from the Eastland shopping center parking lot in Covina. The center can be seen from the San Bernardino Freeway on the north side. It is illuminated by a big May Co. sign. To be more explicit: take the San Bernardino Freeway east (from L.A.) to the Barranca turnoff and turn! Head North and the lot is directly to your left. See you drag racers at each of these big meets!

(Results on page 16)

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SCRAMBLIN AROUND

By Maureen Lee

TELL YOUR REPS NOW

October 29 through November 1st when the AMA National Competition Committee meets in Columbus, Ohio to thrash out new rules for American racing, California's representatives will be there in force.

Local sportsman committees are urging riders to tell their club representatives (in writing) what rule changes they think are needed in the AMA. National Committeemen Aub LeBard, Pete Colman, Leonard Andres, Earl Flanders and Walt Fulton will attend the October Dist. 37 Competition Committee meeting to participate in a 30-minute question and answer period titled "What the District Needs". They will presumably put your requests before the national committee.

With the many beefs and suggestions expected to be forthcoming from District 37 it is important to submit your thoughts in writing to your club representative well before the meeting (1st Thurs. in Oct.) so they can be sorted out.

HARE SCRAMBLES HOSTS BERRY

AMA Exec. Secretary Bill Berry will attend the Hare Scrambles put on by the Dusters M.C. at Hi Vista this Sunday. The race is limed from Hwy. 395 & Hi Vista (near Lancaster) and starts at 9:30 a.m.

Thanks and Good Luck, Bill Berry

It was a pleasure to meet Mr. Bill Berry, the new Secretary of the AMA when he came to the District 37 Sports Committee Meeting the other evening. Mr. Berry sat up on the platform on the "hot seat" trying to answer as best he could the questions that were fired at him (pretty hard when you consider that it is quite a basketful of snakes he inherited from his predecessor).

Personally, he appears to be a man who will sincerely attempt to keep his word. He is well-spoken and obviously must have shown up very well as a representative for motorcycling in his trips around the country in his previous capacity as Director of Govermental Relations. He is every inch the executive. However, he speaks the language of the average Sportsman rider and gave the impression that he is going to attempt to understand local-level problems and make changes if he can, something which until now the AMA home office hasn't seemed to be interested in. So, I think the organization has a new head who will do his darndest to bring things-up-to-date and start the organization listening to it's grass-roots level critics. We wish you luck, Mr. Berry and say again thank you for coming out to listen to us personally.

On the still-continuing discussion of the rule banning the Class C Amateurs and Experts from Sportsman Competition, we did find one little difference of opinion in what Mr. Berry had to say about it. He was quite emphatic that the rule passed 25-0 and that the Competition Committee unanimously thought that it was a good idea. So, we dug through the minutes we have of the November 1965 Competition Committee Meeting and found where the little gem was voted upon. Five members voted no.

So five men did disagree with it. Sure would be interesting to know who they were, wouldn't it? You can just about bet they had racing backgrounds. Hurray for them, they tried!

They'll get you if you leave Calif.

We still have no solution to the Dirt-Diggers' running of Corriganville (Hopetown), as this column goes to press. We can all ride Corriganville as AMA members regardless of who is sanctioning the event, and the AMA will not penalize us while we remain in California because of the Cartright Act. We checked this out with Mr. Berry who had the answers but seemed to prefer that the whole subject be dropped (ha!). The word is that while you're in this state you're safe. But if you go out of the state you may find out that "Big Brother" has been watching your activities more closely than you thought and there will go your AMA card while you're in foreign parts."

So, suppose your name is Chargin' Charley and you're a legend at Corriganville. You rarely ride a Sportsman event because you're just too busy, what with Ascot going most of the year, and trips back to Peoria and Springfield and Daytona (and besides the rules are against it). This year you'll just have to pass up the big one, that is unless you want to take chances with your pro license.

But, you'll have the chance to sit under a big tree with a cool one in your hand and you may have the pleasure of watching International riders wail around the course, and if you try real hard, you may convince yourself that watching is more fun than riding. (Ha! again!).

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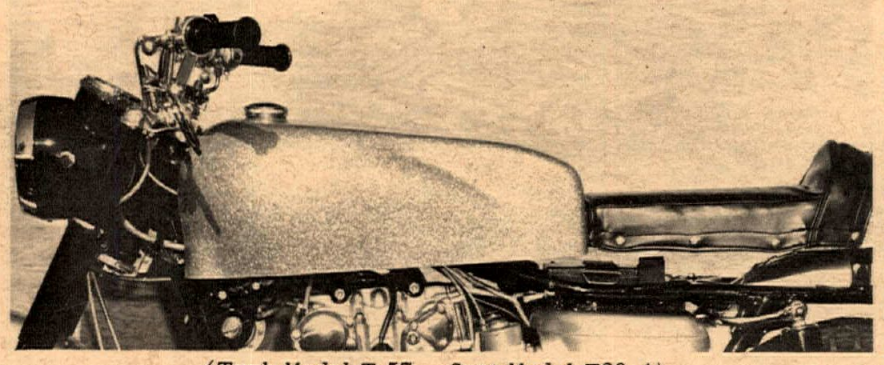

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Enter today. Contest closes midnight October 15th. Winner will be announced in Cycle News (Here's a tip—include races or records you have won)

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Address _____
City _____ State _____

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(OVER 50 TOP NAMES)

Saturday Sept. 24
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YOU MUST BE THERE!

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RESULTS

ACA SHORT TRACK
South Gate Speedway, Sept. 8, 1966

50 TD	
Paul Wilde	Yam
100 TD	
Keith Mashburn	Hon
250 TD	
Rick Woods	Duc
50 MAIN	
Dave Smith	Toh
Keith Mashburn	Hon
Randy Layne	Hon
Rick Woods	Suz
Bob Lindsay	Toh
Myrle Hamm	Hon
100 MAIN	
Gary Calkins	Yam
Keith Mashburn	Hon
Dan Kelly	Hon
Russ Robinson	Yam
Rick Woods	Yam
Paul Wilde	Yam
250 'B' MAIN	
Ivan Oden	Hon
Scott Gerhardt	Bul
Mike Tillman	Hon
Chuck Saxton	Hon
Ken Chrisco	Dot
Mike Spitzer	H-D
250 'A' MAIN	
Rick Woods	Duc
Myrle Hamm	Bul
Randy Layne	Hon
Jerry Isaacson	Bul
Keith Mashburn	Mon
Sal Acosta	Bul

ACA SHORT TT
South Gate Speedway, Sept. 11, 1966

100 TD	
Keith Mashburn	Hon
250 TD	
Ray McCarty	Hus
100 MAIN	
Steve Scott	Suz
Tom Sherman	Hon
George LaFortune	Hod
Marty Endless	Hon
David Aldana	Suz
Steve McMahon	Yam
250 MAIN	
Steve Scott	Bul
Paul Coberly	Bul
Larry Preston	Oss
Chuck Saxton	Hon
Ray McCarty	Hus
Keith Mashburn	Mon

HI-BOOTS M.C. SCRAMBLES
Rosarita Beach, Baja Calif.
Sept. 10, 11

90cc NOVICE	
D. Engstrand	Yam
W. Reynolds	Hon
J. Jernert	Yam
POWDER PUFF 90cc	
S. Ternin	Hon
90cc EXPERT	
C. Baker	Zun
R. Jones	Hod
B. Trevek	Yam
250cc NOVICE	
A. Vanderpool	Hus
J. Clark	CZ
J. Harrison	Hon
250cc EXPERT	
B. Messer	Bul
D. McCarty	Gre
D. Lang	Gre
500cc NOVICE	
C. Koscis	Hus
D. Haserot	Tri
H. Acker	Tri
500cc EXPERT	
D. Woods	Hon
G. Admire	Hon
S. Diaz	BSA
OPEN NOVICE	
K. Cox	Tri
J. Payne	Tri
B. Burns	Tri
OPEN EXPERT	
J. Camaret	Tri
Dick Vick	Tri
L. Baker	BSA

ACA SHORT TRACK
Orange County Raceway, Sept, 7, 1966

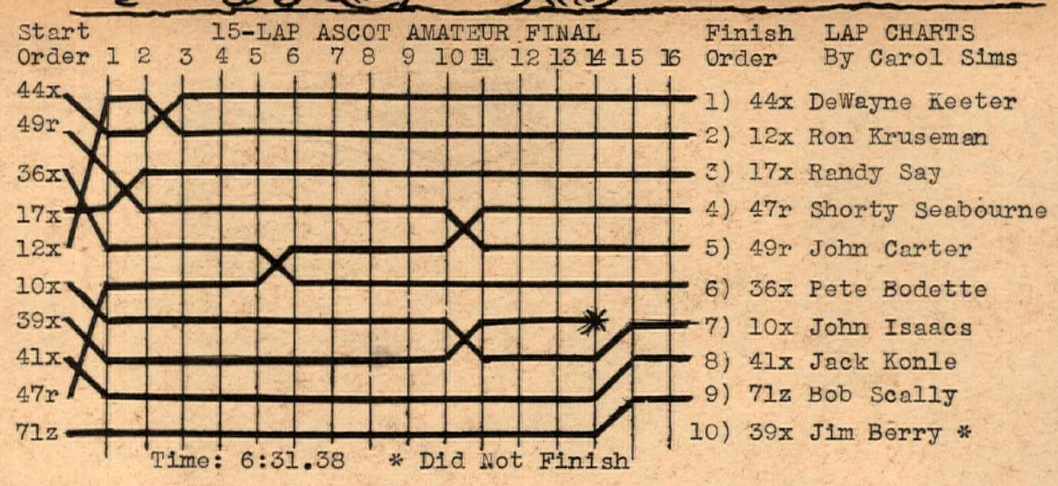
100 TD	
Rick Woods	Yam
250 TD	
Ivan Oden	Hon
50 MAIN	
Randy Layne	Hon
Keith Mashburn	Hon
Carl Sjolund	Toh
Rick Woods	Suz
Myrle Hamm	Hon
Bill Potts	Yam
100 MAIN	
Russ Robinson	Yam
Keith Mashburn	Hon
Rick Woods	Yam
Dave Aldana	Suz
Steve McMahan	Yam
Gary Calkins	Yam
250 MAIN	
Ivan Oden	Hon
Sal Acosta	Bul
Rick Woods	Duc
Keith Mashburn	Mon
John Balaam	Yam
Bob Graver	Hon

OFFICIAL RESULTS
1966 Graham Speedway Championship

NOVICE TROPHY DASH	
1. Lloyd Way, Tacoma	Bul
2. Dave Grout, Tacoma	Bul
3. Ross Roberts, Yakima	Bul
NOVICE MAIN	
1. Lloyd Wray, Tacoma	Bul
2. Dan Holton, Sumner	Hon
3. Ross Roberts, Yakima	Bul
AMATEUR TROPHY DASH	
1. Don McLeod, Tacoma	H-D
2. Joe Dehners, Renton	BSA
3. Larry Worden, Tacoma	H-D
AMATEUR MAIN	
1. Don McLeod, Tacoma	H-D
2. Larry Worden, Tacoma	H-D
3. Dennis Engberg, Seattle	Tri
EXPERT TROPHY DASH	
1. Emile Ahola, Tacoma	Mat
2. Tom Gouge, Seattle	Tri
3. John Mandy, Tacoma	Tri
EXPERT MAIN	
1. Larry Garbe, Vanc.B.C.	Tri
2. Tom Gouge, Seattle	Tri
3. John Mandy, Tacoma	Tri
NOVICE CHAMPIONSHIP	
1. Dan Holton, Sumner	Hon
2. Lloyd Wray, Sumner	Bul
3. Dave Grout, Tacoma	Bul
AMATEUR CHAMPIONSHIP	
1. Don McLeod, Tacoma	H-D
2. Larry Worden, Tacoma	H-D
3. Chuck Winders, Olympia	Tri
EXPERT CHAMPIONSHIP	
1. Emile Ahola, Tacoma	Mat
2. Tom Gouge, Seattle	Tri
3. Buz Gellenbeck, Tacoma	H-D

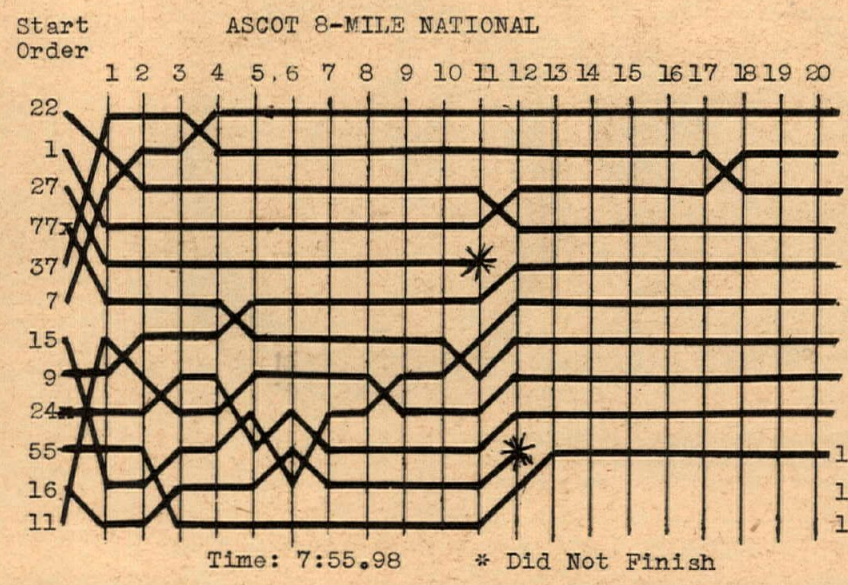
Unofficial Results
Cotati, Sept. 11, 1966

50cc GRAND PRIX	
Class 1	
Haruo Koshino	Suz
Walt Fulton	Suz
Merv Wright	Hon
Class 2	
John Hately	Yam
Nick Theroux	Toh
Terry Denton	Ital-jet
200cc G.P.	
Reg Pridmore	Hon
Pete Bickenson	Hon
Harold Spivak	Ome
125cc–175cc G.P.	
Walt Fulton	Suz
Steve McLaughlin	Hon
Rich Raschke	Hon
OPEN PRODUCTION	
Phil Bennett	Tri
UNDER 100cc PRODUCTION	
Georgeanne Muhlberg	Yam
Doug Cherney	Hon
Mark Lagomarsino	Yam
125cc PRODUCTION	
George Torre	Hon
175cc PRODUCTION	
Dave Bostrom	Oss
Tom Steele	Bri
Barry Taylor	Mont.
250cc PRODUCTION	
Jerry Long	Yam
Nick Theroux	Yam
Steve McLaughlin	Duc



Finish Order — LAP CHARTS By Carol Sims

1) 44x DeWayne Keeter
2) 12x Ron Kruseman
3) 17x Randy Say
4) 47r Shorty Seabourne
5) 49r John Carter
6) 36x Pete Bodette
7) 10x John Isaacs
8) 41x Jack Konle
9) 71z Bob Scally
10) 39x Jim Berry *



Finish Order

1) 7 Sammy Tanner
2) 1 Bart Markel
3) 37 Mel Lacher
4) 22z Gene Romero
5) 9 Gary Nixon
6) 15 Ralph White
7) 77 Chris Draayer
8) 11x Paul Conserrier
9) 24x Chuck Jones
10) 55 Roger Reiman
11) 16 Dick Hammer *
12) 27 Guy Louis *

350cc PRODUCTION	
Ken Kickman	Hon
Chris Brown	Hon
Craig McDonald	Hon
500cc PRODUCTION	
Vic Manvelli	Hon
John Redd	Nor
Ed Davis	Hon
175cc GRAND PRIX	
Jim Williams	Hon
Windy Foreman	Hon
Dick Tetz	Hon
250cc GRAND PRIX	
Ron Grant	Suz
Bill Boyd	Yam
Haruo Koshino	Suz
350cc G.P.	
Ron Grant	Suz
Dave Burchards	Hon
George Roche	Hon
500cc OPEN GRAND PRIX	
Dave Brostrom	Tri
Tome Steele	Tri
Ron Grant	Suz
Al Whitney	Nor
Dick Kelgroe	Hon
Phil Makanna	Nor
1 SIDEHACK	
Reg Pridmore	Tri-Nor comb.
Ernie Casear	
2 Jim Sadlak	H-D
Mark Strong	

LIVERMORE M.C. SPORTSMAN SHORT TRACK
Altamont Speedway, Sunday, Sept. 4, 1966

60cc NOVICE MAIN	
Johnie Johnson	Bri
Larry Chapman	Hon
Leslie Ross	Hon
90cc NOVICE MAIN	
Cosby Chestnut	Hon
Don Colman	Hon
Kenny Roberts	Hod
90cc AMATEUR MAIN	
Bill Sargenti	Hod
Louis Voss	Hon
Arnold Moss	Bri
90cc EX/125cc NOV. MAIN	
Duane Francisco	Bul
Lucky Tretheway	Hon
Elmer Johnson	
200cc NOVICE MAIN	
Angelo Sanchez	Bul
Al Geyssler	Bul
Dave Kooyers	Bul
Pan Bunds	Bul
200cc AMATEUR MAIN	
Berry Brown	Bul
Terry Miller	Bul
Robert Morgan	Bul
Andy Bullard	Bul
Robert Bruce	Hon
200cc EXPERT	
Lloyd Hewshins	Bul
Mark Brelsford	Oss
Carl Leihr	Oss
Bill Gamison	Oss
250cc NOVICE MAIN	
Jim Roger	Suz
Ken Boyer	Bul
Wheeler Greshame	Bul
Gerald Decius	Bul
James Little	Bul
Paul Johnson	Bul
Reg Kittrelle	Duc
Don Clasby	H-D
250cc AMATEUR MAIN	
Ken Weakly	Bul
Der Genung	H-D
Art Bewhisel	H-D
Jim Enbright	Bul
Tom Steel	Duc
Duane Scott	Bul
Jim Sakoda	Duc
250cc EXPERT MAIN	
Duane Francisco	Bul
Roger Goldthwaite	Bul
Bob Self	Bul
Don Stover	Duc
Ray Huff	Bul
Wayne Armstrong	Bul
Jim Frankes	Mon

LIONS ALL BIKE MEET
Sunday, Sept. 11, 1966

		E.T.	Speed
TOP STREET			
A– Leo Payne	H-D	11.37	121.29
B– Grant Hannah	Tri	13.23	99.97
C– Le Roy Wyman	Hon	13.85	92.97
TOP GAS			
B– H.E. Routt	Tri	10.72	140 plus
C– Doug Schwerma	Yam	–	–
TOP FUEL			
Leo Payne	H-D	10.16	148.51
B– Bob Ebeling	Tri	11.20	127.00
C– Karl Bulluck	Mon	13.68	98.03
STOCK			
C/B Salavador Estrada	H-D	12.69	103.21
E/B R.J. Rainbolt	R-E	14.68	86.95
F/B Grant Hannah	Tri	13.23	99.22
G/B Andy Henry	Tri	14.52	89.73
H/B Stormy Morris	Hon	14.41	89.02
J/B Steve Cox	Hon	15.27	82.67
K/B Jim Ray	Yam	15.28	82.41
L/B Stan Smith	Bri	17.12	71.22
M/B Bob Sharp	Bri	17.54	73.23
P/B Dan Ruberson	Yam	19.54	61.68
Q/B Ron Major	Bri	20.61	59.40
SUPER STOCK			
S/AB Leo Payne	H-D	11.37	121.29
S/BB Burt Proctor	H-D	12.52	106.00
S/CB Robert Miller	H-D	13.07	102.00
S/EB George Jonovich	Nor	12.75	105.38
S/FB Ronnie Clark	Tri	13.37	96.00
S/GB Harry Couch	Tri	14.59	88.32
S/HB LeRoy Wyman	Hon	13.85	92.97
S/JB Dave Allee	Hon	14.19	89.73
S/KB Fred Grabowski	Hon	17.73	70.69
MODIFIED			
MG/A Stanley Barnard	H-D	11.82	124.00
MG/B Chuck Gruebner	–	–	–
MG/C Al Brown	Tri	12.93	103.00
MODIFIED DRAG–GAS			
MD/A H.E. Routt	Tri	10.72	140 plus
MD/B Len Jasmin	Tri	13.35	99.74
MD/C Ron Steinberg	Tri	13.75	107.00
MODIFIED DRAG–FUEL			
MD/A Leo Payne	H-D	10.16	148.51
MD/C Don McEvoy	Tri	–	–
MD/D Karl Bulluck	Hon	13.68	98.03
SIDEHACK			
Dirk Luijt			
Keenan Wynn (Won)			
WHEELIE			
Jim (Spider) Summers	H-D		

IRWINDALE DRAGSTRIP
Class Winners
Saturday, Sept. 10, 1966

Class			Speed	E.T.
A/gas	Ed McDonald	H-D	111.00	11.88
B/gas	Ron Steinberg	Tri	106.00	12.46
C/gas	Len Gasmin	Tri	96.98	13.63
AA/street	David Range	H-D	96.67	13.93
A/street	Jonnie Eastes	H-D	103.16	13.16
B/street	Duane Elliott	Tri	81.00	14.46
C/street	Harry Aunch	Tri	87.12	14.75
D/street	Don Small	Hon	83.87	15.41
E/street	Vince Rowels	Suz	88.88	14.41

MONEY WINNERS

Top Fuel	Leo Payne	148.56–10.19
Runner-up	Bob Ebeling	132.89–11.07
Top Gas	Ron Steinburg	106.00–12.40
Top Street	Jonnie Eastes	103.16–13.16

EIGHT LOWEST TIMES

Leo Payne	10.24
Sonny Poutt	11.08
Sonny Raslavski	11.11
Bob Ebeling	11.27
Leo Payne	11.52
Dish	11.58
Joe Smith	11.82
Larry Welch	11.84

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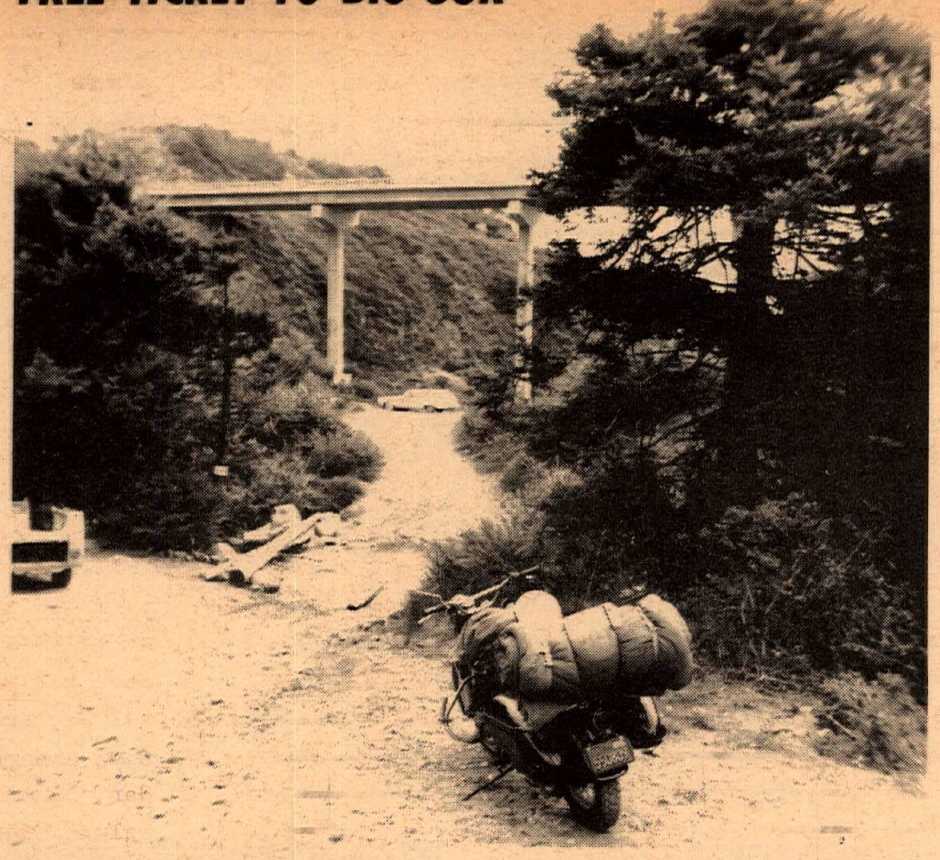

When the Loners M.C. convened the second time on Labor Day weekend at Big Sur, halfway up the California coast, one of the original members remarked that there were a lot more Loners on hand than ever. The other original Loner said she thought the group was less representative than the previous year. Both were right.

There were no Loner motorcycle riders at all from the Northern country, compared to four San Franciscans last year. The low cloud of fog that hung along the coast all weekend probably decided against motorcycling in the bay region. The campsite itself was difficult to find in the fog, but only a few hundred feet above Highway 1, up any of the superb trails the State Forestry Division provides, you emerged from the greyness and, bathed in hot, clear sunlight, looked down on the clouded coastline like from an aircraft.

The best way to ride a motorcycle to Big Sur when it is foggy is via Nacimiento road, over the coastal mountains through Jolon. The air is warm, the road, while paved mostly, is still such a charmer that you forget all about time and distance and how tired you should be. The road is a light blue thread on most maps, dotted in some places. On others it dwindles to two thin lines, bent and wavy as a signature. No cartographer could graph all those curves, nor can this writer describe the sensation of soaring and sliding that one feels riding it. Freeways, phagh!

Funbikes furnished by Tracy's M/C, Burbank; Johnson Motors, Duarte; Montesa Motors, Los Angeles; White Motors, Santa Ana.

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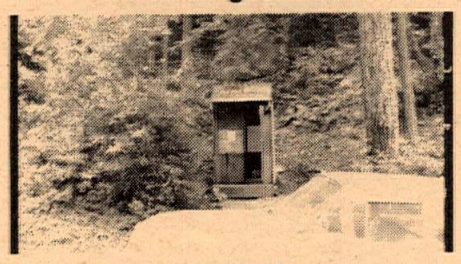
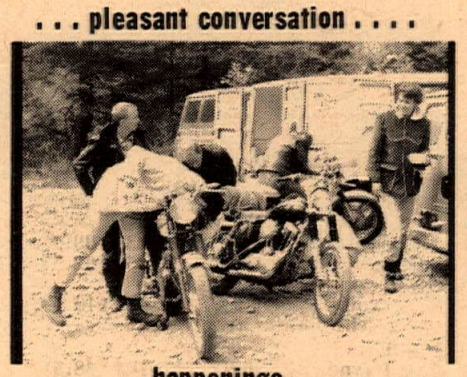
. . . bench racing . . . etc

What does "the world's least organized motorcycle riding club" offer its free members? Well, there's scenery . . . .

. . . Outstanding facilities . . .



. . . pleasant conversation . . . .



. . . happenings . . . .

(Natural campgrounds courtesy Limekiln Creek, Hal Tracy, prop. Emergency Battery service and use of jumper cables thanks to Calif. Hwy. Patrol. Nacimiento road courtesy of National Forestry Service, Thrill show starred Dennis Greene, medical directors, San Luis Obispo Hospital. Supporting cast: plaster of Paris. Fogbank courtesy of Florida Chamber of Commerce. Sunshine courtesy of California Chamber of Commerce. Public Relations by Cycle News.)

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IT WAS GREAT AT GRAHAM

By Vic Ebbutt

National TT Champion Emile Ahola, captured the annual Graham Speedway Expert Championship, Friday, September 2, before 3,800 wildly cheering race fans at Graham, Washington. Pushed hard by Tom Gouge of Seattle, on a Triumph and Buz Gellenbeck, of Tacoma, aboard a Harley-Davidson, heavily-favored Ahola nevertheless maintained control of the event from starting flag to finish.

It was rather a comeback for Ahola after placing fifth in the Expert Main with loss of his mag pick-up in the second lap of the race. Exceptional riding ability enabled him to place fifth after riding the complete distance with one cylinder. Larry Garbe of Vancouver, B.C., on his Triumph won the Expert Main and Tom Gouge placed second.

Photog Honored

Two extra attractions of the evening were provided by the Blue Barons Motorcycle Club of Tacoma. First was presentation of a trophy for the "Farthest Traveled Consistent Competitor." The perpetual trophy will remain in the clubhouse of the sponsoring club. A smaller replica was given this year to Bill Fogg of Port Coquiliam, British Columbia, first recipient. The second presentation was to this correspondent-photographer of a beautiful jacket emblazoned with "Blue Barons of Tacoma" and the words, "Official Photographer" on it. It was presented in appreciation of photographic work and promotion of motorcycle racing in the Northwest. An overwhelming honor!

The Amateur Championship was won with comparative ease by "Dashing Don" McLeod of Tacoma, Number One Novice TT rider in the nation last year, riding a Harley-Davidson. In second spot was Larry Worden, of Auburn, also on a Harley-Davidson. Third place was taken by Chuck Winders, of Olympia, who was riding a Triumph.

Wray All The Way

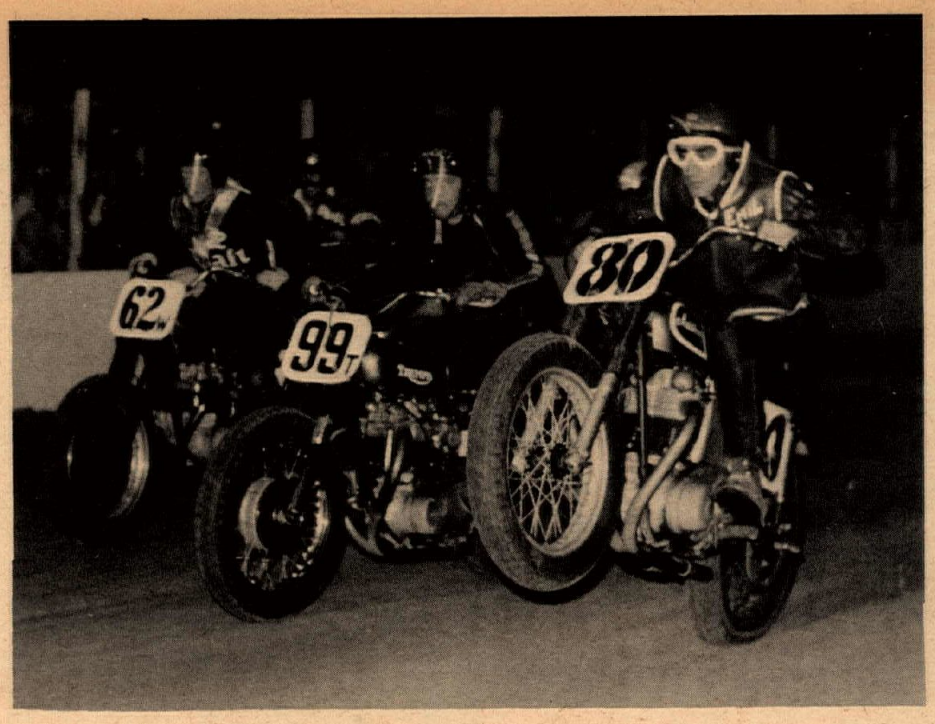
A close race gave Top Novice honors to Dan Holton, from Sumner, Wash. on a Honda, who was followed at a distance of approximately 8 inches by Lloyd Wray, also of Sumner, aboard his Bultaco. In third place, right on Wray's rear wheel was Tacoman Dave Grout, also on a Bultaco.

A heart-stopping crash in the first turn marred the start of the first Expert heat run by the eight fastest men. "Gentleman Hal" Parks, and Dick Hackett, the riders involved, were not injured. It is virtually impossible to say what caused this particular spill but many riders feel that there is too much sandy loam in the surface compared to the percentage of clay. Members of the Blue Barons have assured me that prior to next year's weekly race schedule the track will be in top shape. This was the final race of the season.

Continued success in 1967 is indicated for the Blue Barons Motorcycle Club. The average attendance this season has been nearly 3800 per race and the average number of riders was 83 which attests to the popularity of this track and its races.

(Results on page 16)

Vick Ebbutt Photos



Above, Tacoma's Emil Ahola roars off the line in the Expert Trophy Dash ahead of 99t Larry Garbe, of Vancouver, B.C. and "Indian Joe" Kadiera of Seattle, number 62w. Below left, Don McLeod of Tacoma, the number one Novice TT rider in the nation for 1965, outdistances his competition to win the Graham Speedway Amateur Championship. Below right, Ron Carney of Kennewick sets the Wheelie record at Graham—218 feet.—standing on the seat, yet. Ron says, "it's easier that way."

Emil Ahola, the number one TT rider in the nation for 1965, shows why he won that title.

Below, Bill Fogg receives "Farthest Traveling Consistent Competitor" award. For traveling over 325 miles each Friday to race.

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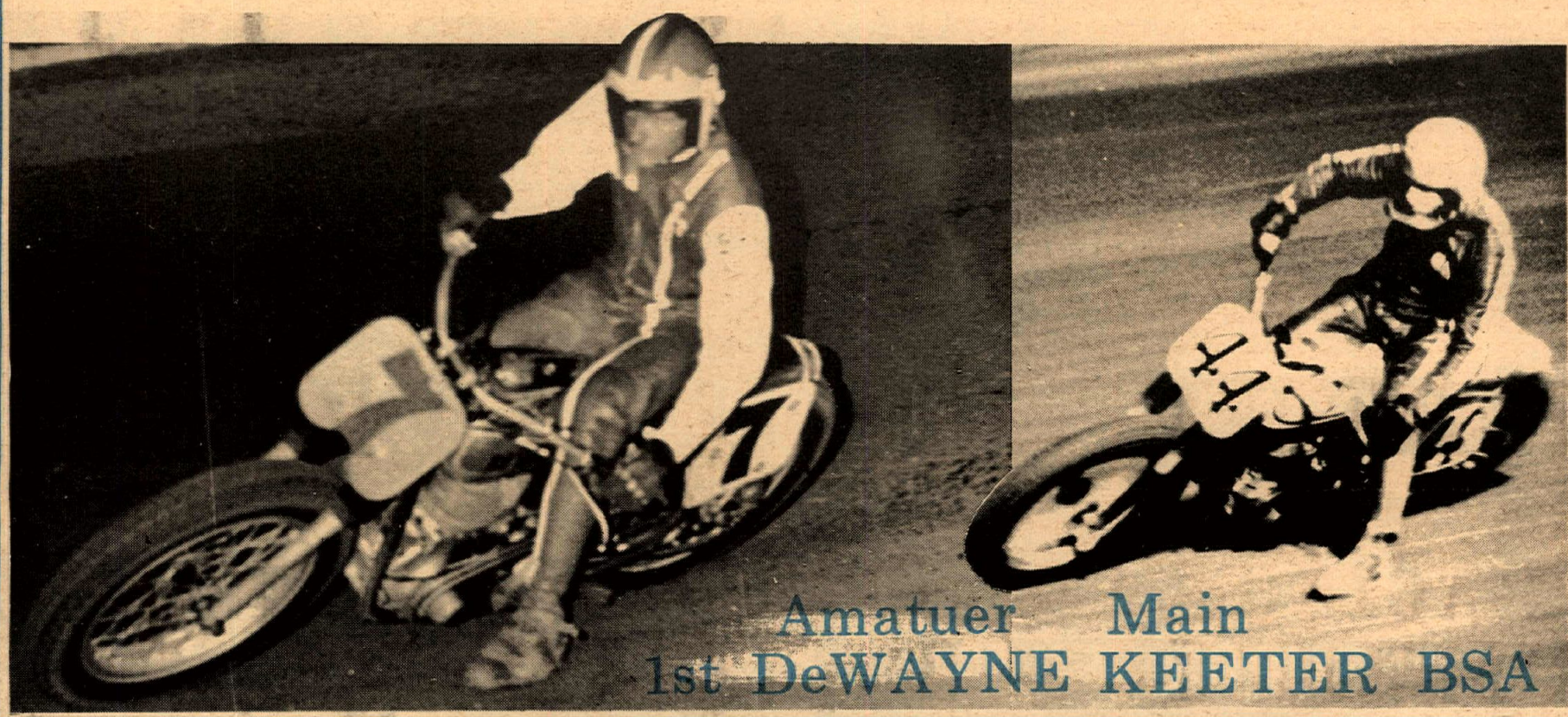

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BERRY VISITS from page 1.

duced himself as a man who had inherited his job, and would need help to do it. He'd also inherited a not-too-well-run office, a magazine that no one reads and problems, but "by God" he'd go to bat for us. As a Westerner himself he thought it would be pretty bad if he couldn't come out here when we were having troubles and listen to us first hand.

With a smaller number of representatives on hand than usual and no advance notice of Mr. Berry's appearance, the attending representatives were able to keep questions coming for the entire hour and a half period.

Naturally, a lot of the questions regarded the Dirt Diggers and their problems, but representatives asked about several subjects. Berry said that he hadn't wanted to write the letter to the Dirt Diggers in which he had to reject their reapplication for charter, and he read a copy of this addressed to Tom Hoyle, President of the Dirt Diggers. It stated that their request for sanction was turned down because of their affiliation with another association. At this, Larry Reed the District Referee and a Dirt Digger, left the table and Jean Carter who had been seated with the group on the main floor, stepped up onto the stage to fill the vacancy.

A representative stood to ask "What is the AMA doing for the Sporting rider?" He continued his point that, "every year $8000 goes to the AMA from here, and what representation are we getting for what we are paying into the organization? The average working man seated in the hall right here can't afford to take a day off from work to go to City Hall to defend causes when the need comes up. Do we have a public relations man that we can call on when we need one who will do these things for us?"

Berry replied that as to Governmental Relations the AMA has done nothing. The Motorcycle, Scooter and Allied Trades Association (MS&ATA) has been handed that chore. When problems come up, the local clubs and dealers etc., should start the action and the AMA will provide counsel to assist them. A representative asked, "Where was the AMA during Steve McQueen's fight for the Malibu Mountain Section?" (McQueen was fighting to hold on to part of the area for motorcycle trails etc., and he received no help.) "Where was the AMA in this case?" (McQueen finally had to drop his fight because of business commitments.)

Berry spread his hands and said he apologizes for his inadequacies, but he tries.

Buck Smith of the Shamrocks asked how the Sports Committee got involved with the fight between the AMA and the Dirt Diggers. Jean Carter replied that the Committee got involved because the Dirt Diggers were a member club and that the Committee helps any club that gets into trouble when they are part of the District.

Berry was asked who elected him to his position. He said that he was not elected but appointed by the Board of Trustees.

Clarification was asked for on the ruling about dual-sanctioning of events. Berry had a copy of a large rule book on

(Continued on page 23)

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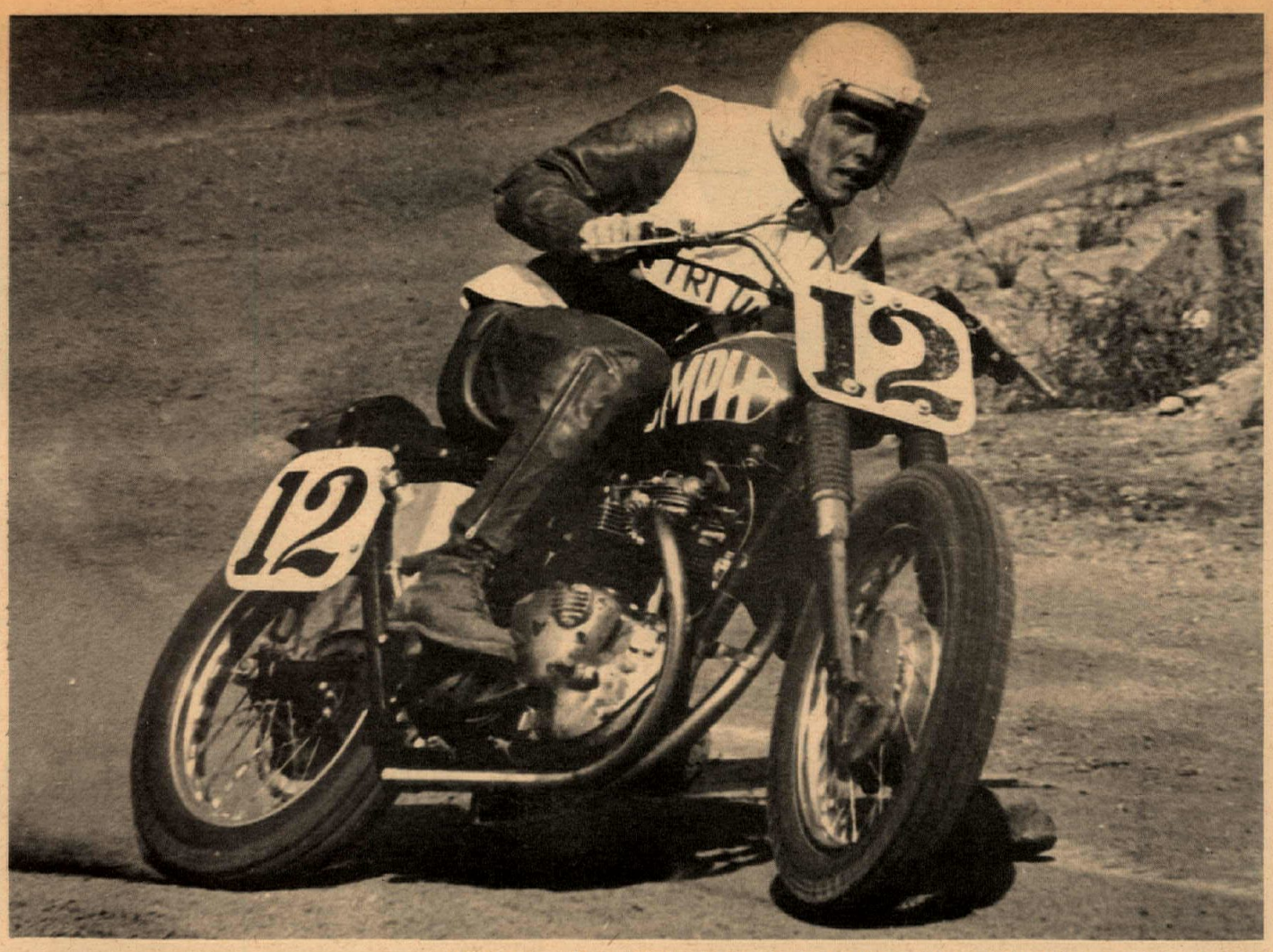


A little crossed up and hot on the scent of the gold and glory, Eddie Mulder shows his inimitable form and determination to win as he powers his Triumph to victory at the recent Peoria TT National. Lack of space precluded the inclusion of this photograph in last week's Peoria Pictorial but such a good shot deserves to be seen.

COOLIES COLUMN

By Wes Cooley

6-Days Trial Report

I just received the report on our Silver Vase 6-day trails team. Bud Ekins and his crew fared pretty well in the Silver Vase competition considering the last minute change of equipment. Bud and his brother Dave Ekins both won gold medals. Charlie Hockie won a silver medal. The U.S. Team finished 13th over-all, with first place going to West Germany. As a matter of interest, the West German team was riding a 50cc Hercules, a 175cc Zundapp, a 100cc Zundapp and a 125cc Zundapp, which just goes to show you don't need a lot of inches in order to win an event in world competition. There was some talk about the possibility of starting a trials committee in the U.S. so that next year the trials team which would represent the U.S. in competition would be a good representative sample. The trails committee would promote some trials events, thus giving the riders some experience in this type of competition and also allowing the U.S. to select the best possible team to represent this country. This is something we desperately need and we hope that Ekins is still interested in setting up such a committee upon his return.

Rick Woods on a J.A.P.

At the A.C.A. short track events on Thursday night at South Gate, a few of the riders are having the opportunity to ride some JAP's on exhibition. We hope this bit of training will come in handy in the near future. There is much talk at the present time about bringing back the old 500cc speedway events one night per week.

Road Racing

The fall road racing season in the So. Calif. area will get under way on Sunday, September 25th, with a national points race to be held at Willow Springs Raceway. This will give many of the top road racing stars in So. Calif. an opportunity to compete after a two month lay-off during the hot spell which gave the racers an opportunity to get their equipment in shape. One of the top 500cc road racing champions in the United States, and at one time second place in the world's championship point standing, Buddy Parriott, will be out defending his title against Tony Murphy, the 250cc and 350cc 1965 champion. Tony will be competing on a 500cc Manx, as well as unnamed lightweight equipment in this event. The first race will get under way at 1:00 p.m. All international classes including 100cc and a production race will make up the program.

By Roxy Rockwood

THE FINISH LINE

Another national at Ascot in the record books and another carbon copy runaway by Sammy Tanner and his BSA, finely tuned by C.R. Axtell. Ammy now joins Eddie Mulder as the only other three-time national event winner this year with only two more nationals to go.

Ascot is fast becoming the home of falling stars. There were many last Saturday night who fell by the wayside in the heat races and finally in the main event.

The three riders that were most impressive were Mel Lacher, Gary Nixon and Roger Reiman. Lacher because he has finally found how to handle all that horsepower and Nixon and Reiman because they again blew in cold and rode like the champions they really are.

Nixon's heat race ride against Hammer, Haaby and Lawwill was a classic and again proves that if desire is combined with ability, then it can be done.

The same goes for Reiman, who is not primarily known as a half-miler but you would have never guessed it in the heat race, when he held off the veteran Elliott Schultz from wire to wire for the last transfer spot to the national final.

Again too it was Bart Markel showing the fans why he is the number one rider. Bart rode a great one in both the heat and final and anytime you can finish second to Sammy in his backyard on national night—you have ridden a great one.

This columnist and many others felt that if Harley-Davidson was going to win one, this had to be the year. Had it not been for Sammy it might have happened with Markel and Lacher running two-three in the final. This is the first time that Milwaukee has put two of the top three into the winner's circle in the eight-year history of the event.

Now comes Carlsbad this Sunday and BSA finds itself a definite underdog with H-D and Triumph ready to do battle. Cal Rayborn, who was eliminated in the heat race Saturday night, has never lost at Carlsbad on the big bikes and is ready to win his first national title.

Gary Nixon is ready with his Triumph and so is Buddy Elmore. These two have won all the major road races this year and will be out to shut off Rayborn's water in the first major road race in California since 1954.

The big bikes have long held the limelight in AMA road racing but the last few years, particularily this year, the lightweight 250cc jobs have begun to cut into the picture with the formation of the factory teams of Yamaha, Suzuki and Harley-Davidson.

Yamaha has won the vast majority of the major lightweight road races the last three years but it could all change this Sunday.

Suzuki has been building and improving since their first outing last March at Daytona and will meet the Yamaha challenge for the second time this coming Sunday.

The high-torque Harley Sprints will figure strongly, as the Carlsbad course is much shorter than Daytona and it will leave much more to the rider rather than the horsepower.

Sammy Tanner surrounded by admirers.

Rayborn ran the pants off Nixon in the 250cc Des Moines road race which Suzuki did not enter. All three will be meeting only for the second—and final, time this year. They could steal all the thunder from the big jobs.

The best thing that ever happened to road racing on the national circuit came about in the rule changes this year when they eliminated time trials. All the riders now square off against each other in heat races to determine where they line up in the feature.

The Des Moines heat races, also the Daytona heats, were trophy dash classics and they should be the same this Sunday at Carlsbad.

The Carlsbad event also carries many more national points than Ascot and Sacramento and there is a real scramble still going on for the top ten places that the national point fund pays.

The Carlsbad course is the most exciting of all the current courses in that the action is right in front of the fans over 90% of the time. It is the only track that gets the riders airborne at over 100 mph.

Rayborn is the early favorite with Nixon a shade behind. Gary has the edge on Markel in this one, but don't sell the champ short. They are a toss-up in the last one at Sacramento.

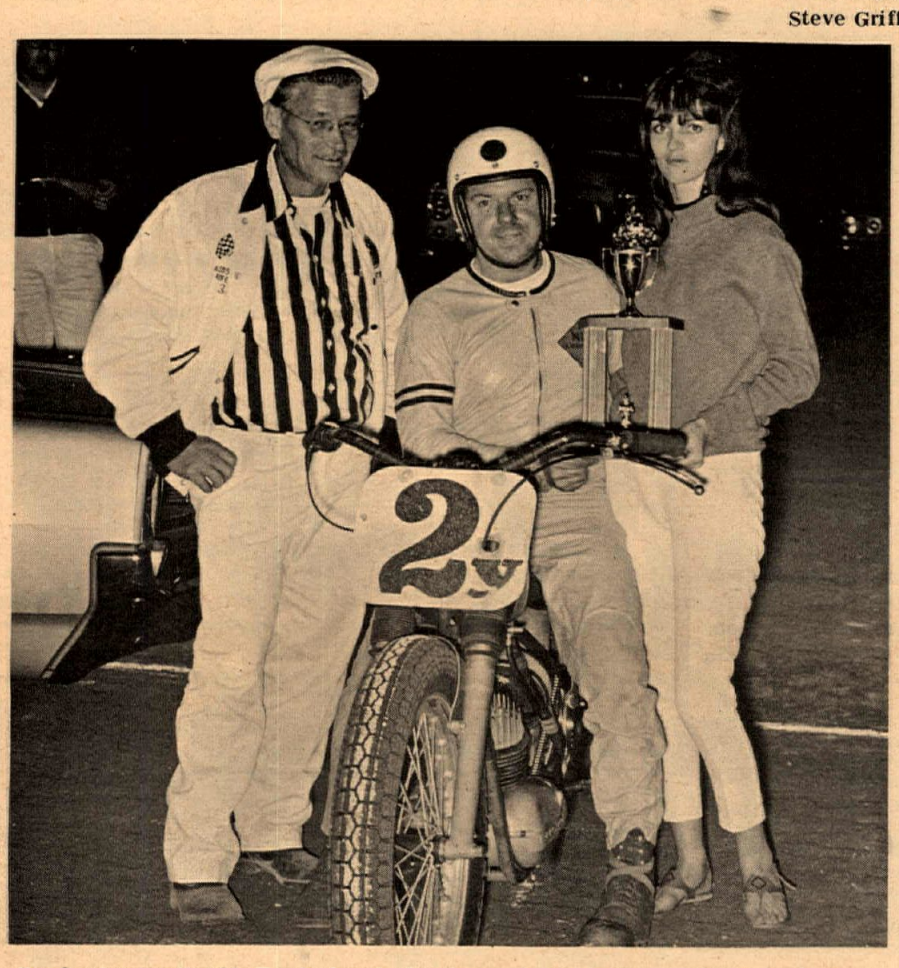
The 250cc race should be a three way photo finish between Nixon, Rayborn and Hammer. You have watched them on dirt for years but wait till you see them do the same on pavement.

The three brands involved all have stated that winning lightweight road races really helps sell 250's to the street riders. And where is the biggest market but California?

VROOM VROOM VALLEJO

Gus Lauer, Jim Kimura, Duane Francisco and Dick Faria prepare to blast off for the Trophy Dash that was won by Gus. Second was Duane Francisco, third Dick Faria and fourth Jim Kimura.

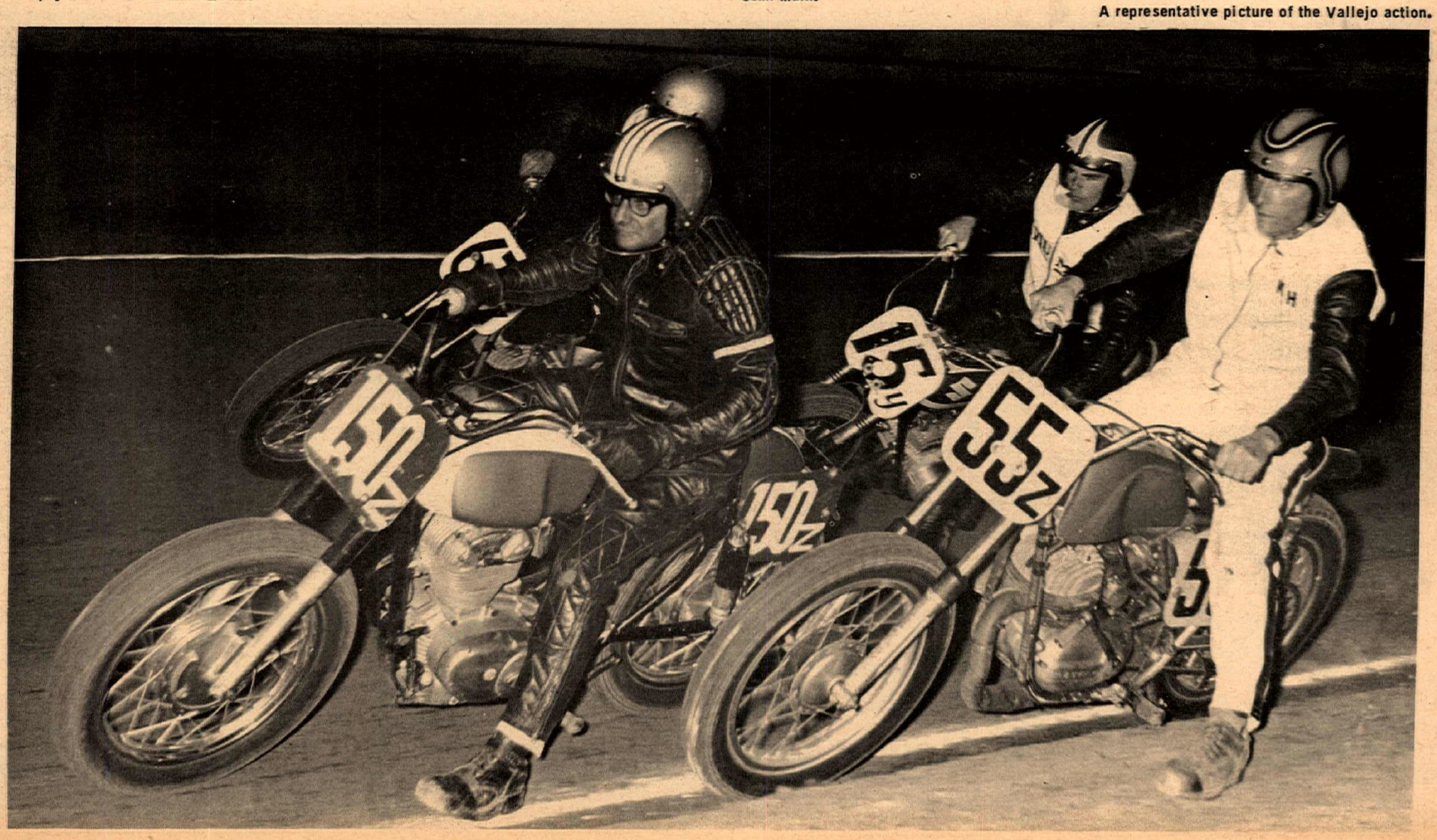
Steve Griffith Photographs

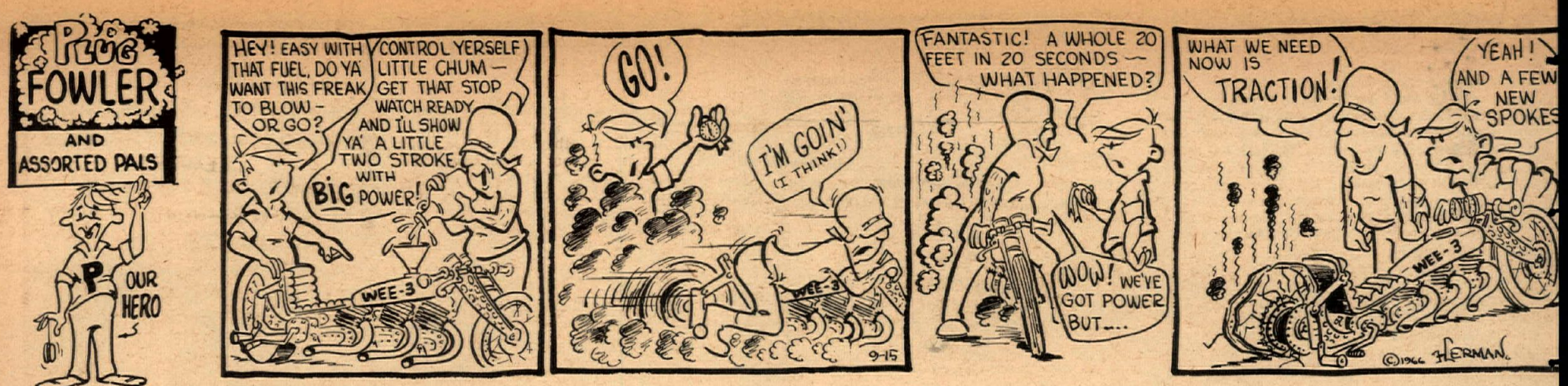


Gus Lauer accepting his Trophy for winning the Trophy Dash. Gus won his heat, the Semi, Trophy Dash and the Main Event.

Phil Cancilla (19y) is here slightly ahead of Dick Faria who later passed Phil to take the Semi-Main.

A representative picture of the Vallejo action.





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SPORTS COMM. from page 20.

the table and read Article 8, Section 8 from it, in which it expressly states that dual sanctions are not allowed.

Berry said he knew that some of the rules were antiquated and needed to be up-dated. However, a rule is a rule and while one is in effect, he has no other choice but to up-hold it, but if a rule is a bad one he said, "I'll do everything I can to change it. I came to this new job unencumbered and there'll be no hanky-panky. However, any rule change is up to the Board of Trustees."

Secretary Bill Adams said "If we on the local level had heard about these rules, we wouldn't have all this trouble. We didn't even know that dual-sanctions were expressly forbidden as just one instance." Berry again apologized, stating that an organization as large as the AMA should have made sure that we were informed. Adams then said, "We should all give Mr. Berry a chance, he can't unravel the whole thing at once. He inherited the problems and is trying to solve them as best he can."

When asked about changing rules, Section 7, Article 8 was read which states that the Competition Committee should do all enacting on rules. Once a year they meet to amend, change or pass new rules.

The subject of the professional riders being banned from scrambles was brought up. Secretary Berry said that he didn't understand much about it, and he wasn't present when it was passed. However, one man had brought it up and the others must have thought it was a good idea as it passed unanimously 25 to 0. He was sure that it would come up again on the agenda for the Competition Committee meeting this year.

Then Larry Reed spoke up. "We must have a democracy," he said. "Why can't we vote for these National Committeemen? Aub LeBard and the other members are never around. Earl Flanders is hard working and generally present at our meetings, but no one else from our local group is ever around. The Secretary appoints these men and the Board of Trustees confirms the appointments."

Bill Adams asked, "Would you consider recommendations from District 37 on these appointments?" Berry replied that he would. He said he felt that the Board of Trustees were behind the times.

A question was asked about Earl Flanders' status. Was he the AMA representative on the West Coast, as he always seemed to know the answers? Mr. Berry replied that the AMA has no West Coast representative and Mr. Flanders is entitled to speak only for the Competition Committee.

A Dirt Digger representative then asked if anything could be done in the next 30 days to benefit their Corriganville (Hopetown) event. "For whether the event was AMA or ACA sanctioned, the riders would be riding it in their thousands, so the AMA had better be at the entrance gate to pick up the cards, since by their rules it would be a non-sanctioned event, thereby losing the riders their AMA membership, and also losing the AMA their $8000 a year."

Comments poured from the floor after that statement, some for and some against. Jean Carter asked for order. Berry, looking straight at the group, said that he wasn't an S.O.B. from the Home Office with all the answers, he just didn't have them, but at least he had come to the meeting and was trying.

Asked about the Cartright Act which protects contestants from losing their license for competing in another associations' events, and "was the AMA breaking a state rule by threatening to do this?" Berry had this to say, "Some time ago, the AMA tried to ban a rider for riding another event and the rider complained. The State Attorney General informed the AMA of the Cartright Act which is a California law. The AMA said that it didn't apply to them because they are a non-profit organization. The Attorney General's office said it did, and that they would take the case to court to prove it. The AMA wisely decided to drop the case and reinstate the rider."

Don Kemp then asked if the AMA and F.I.M. were co-operating. The answer was that the AMA was definitely not interested in cooperating with the F.I.M.

Asked where operating expenses come from for the AMA, Berry's answer was "from individual memberships, the sale of 'trinkets' such as shoulder patches, and from sanction fees."

Again the question of re-newing the Dirt Diggers' charter came up. Berry said that on taking over the job he had inherited the file on the Dirt Diggers case, and he appreciated the fact that a Dirt Digger had traveled back to Columbus to meet with him. "But, the Dirt Diggers had let their charter expire before asking for renewal and, according to their letters, there is a non-harmonious situation." He said that he had not given them their re-newal because the club had accepted a charter from another association and this was against the rules. If he had misunderstood, then he would reconsider if they would write to him stating the facts.

Bill Thorwaldson was recognized and he spoke up on behalf of the Dirt Diggers, saying that they were "one of the best clubs in Southern California" and he "hated to see all their twenty years of work go to waste, because I am sure they aren't going to back down."

Don Allen, representative for the California Gophers, was recognized and he stood to speak again on the pro-rule and scrambles. "We are about to lose Prado Park and possibly Perris because of this ruling. Without spectators, the clubs cannot afford the rental of the tracks, and sportsman scrambles could end out here because of it." Berry said he didn't know what he could do about it, but is willing to sit down and try.

Jean Carter then explained to Mr. Berry that in our District we voted down the money-for-scrambles rule when that was passed at the last National Competition Committee meeting. We voted against it so that our pros could continue to ride if they wished, and then with our "Open Sunday" rule we had no conflicts with Ascot Park's monthly TT and everything was working well. Then the rule was enforced, events and attendance went way down and "every month there is a fight at the meeting because of this and there is constant dissention in the District. This and the problem with the re-newal of the Dirt Diggers charter are the only real problems that the District has had in 10 years," Carter concluded.

Berry then explained that if petitions were circulated, there was a chance that the National meeting could take place ahead of its presently scheduled date. Wires and telegrams could make this effective, but to get anything passed there would have to be a quorum present (16 votes out of the 30). Then, if a rule was changed, they could make it effective as of that date or not until two years hence if they chose to do it that way.

Bob Hayes, District Committeeman, spoke on the need for "Home Rule" and was applauded. On such important issues it was imperative that we have our own say. "As things are now," illustrated Hayes, "It would be possible for the National Competition Committee to pass a rule that snow-tires must be used because they had worked out so well in Bangor, Maine. Now they may benefit on a track in Bangor, Maine but they wouldn't benefit anyone out here. Local people must be allowed to have a say on subjects that vitally affect their own particular District!"

Although there were still many representatives who wished to speak, Jean Carter reluctantly closed the meeting because time had run out. He thanked Secretary Berry for making the trip out so that he could hear our problems first hand from those affected.

Desert Helicopter Ambulance

Before the meeting was given over to open discussion, Bill Adams read the minutes of the previous meeting. A representative asked for clarification about the previous months' subject of riding a course prior to an event. Did this mean all types of events? Jean Carter said that it was desert events that were under discussion at the time, and that was what the ruling applied to.

Slow desert ambulance service was discussed again, and President Carter said that the only feasibly answer to the problem was to hire a helicopter. these move so fast that everyone wo[illegible] happy. However, he had checked, [illegible] the average fee for the use of a chopper for a 4-hour day would be $300. With riders currently paying 25¢ a day the clubs couldn't afford it, but for a $1 fee they just might manage. Average attendance this year in the desert had been 290 per event. The 'copter would, however, only pick up the injured rider and return him to the pit area and it would be the responsibility of someone else to get the man to the hospital. As the service stands now, the four-wheel drive vehicle used picks up the rider, and the stand-by ambulance is called which transports him the rest of the way. One representative suggested doing away with the whole thing altogether.

Carter replied that we can't shoot down the whole service because of its short-comings. "If it can save the life of one rider, it's worth it. Riders have suffered critical and fatal injuries that have been lessened if they could have been helped in time. All you're gambling on for your money is that you are the first rider they have to pick up and are not out after someone else when you go down and need them. So it's still worth it."

One representative suggested that District 37 buy its own four-wheel drive vehicle. "Riders have to pay extra mileage for the trip to the hospital anyway." There was no comment when Carter asked who should be responsible for seeing that the vehicle was at each run. He then asked that representatives take the matter back to their clubs for discussion and the subject would be brought up at the next meeting.

He then announced that next month, the first nominations for 1967 officers would be accepted, with 2nd nominations plus elections, taking place in December. Clubs are asked to discuss this and make their choices to start proceedings at the next meeting.

See additional comments in Scramblin' Around.

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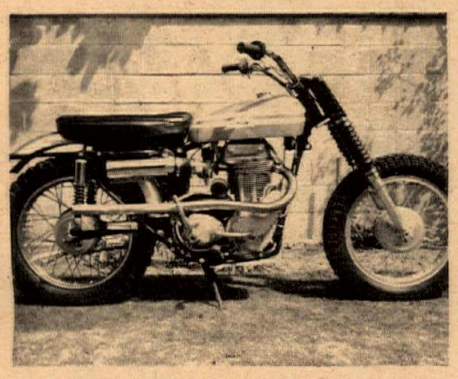

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TRADE—Honda CR-71 Factory Racer: 250cc, Excellent condition. Very rare cycle. Will trade for GOOD 450 Honda. Dick Jones, 215 N. "A" St., Lompoc, California.

TRADE—Triumph parts or what have you for Greeves expansion chamber and rear wheel for square barrel. Jim Watson, 828-1079.

TRADE—Yamaha 250 J&R hi comp heads, gun rack, drag bars—want Yamaha 80 straight cut gears & git kit parts. "Mitch" days call 923-8111 Ex. 4651 or 1129 or write Box 834, Downey, Calif.

TRADE: one almost new 350 BSA rear wheel less tire for a complete Honda 150 or 160 rear wheel, must be in good condition, Bob, 1939 101 Hwy. Lomita, DA 5-4792-Space 6#

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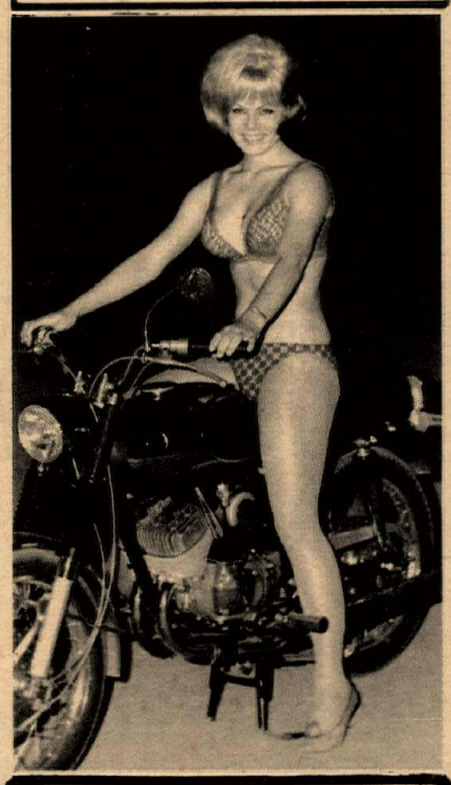

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